

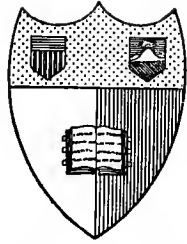
BOLTON

AS IT IS
AND
AS IT MIGHT BE



By
THOMAS H. MAWSON

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BOLTON

AS IT IS

AND

AS IT MIGHT BE

CITY OF CALGARY

PRELIMINARY TOWN PLANNING SCHEME
DETAIL PLAN SHEWING ARRANGEMENT OF WORK-
MEN'S AREA IN EAST PORTION OF CONNAUGHT AREA

DRAWING N^o



Scale 20 Feet to 1 Inch



FRONTISPIECE:—THE CONNAUGHT AREA, CALGARY.

BOLTON

AS · IT · IS
AND
AS · IT · MIGHT · BE

SIX LECTURES DELIVERED UNDER
THE AUSPICES OF THE BOLTON
HOUSING AND TOWN PLANNING
SOCIETY

By

THOMAS H. MAWSON
*Lecturer on Landscape Design
Liverpool University*

BOLTON

Fillotson & Son Ltd. Mealhouse Lane
LONDON

B. J. Batsford Ltd. 94 High Holborn

Dedicated to
His Worship The Mayor of Bolton
A l d e r m a n J . S e d d o n ,
as the Chosen Representative
of those before whom
these Lectures were
Delivered.

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PREFACE

IN finally revising this series of lectures before sending it to press I am conscious of a great and daily growing desire that the ideal which I have endeavoured to place before you may bear fruit and result in practical constructive works which may make for the introduction of sweetness and light into the darker places of Bolton. If a strengthened and broadened and more generally diffused civic pride and civic consciousness and an increased appreciation for the possibilities of art as applied to our homes and their environment results, I shall be more than repaid for the sustained effort such a work involves.

Three means to this end stand out prominently in my mind as being so eminently practicable at the present time and being moreover so urgent, if the opportunity is not to be lost, that, at the risk of repetition and harping upon what I have said in the body of the book, I would again venture to draw your attention to them. They are :—

- (i.) The improvement of the streets round the market and the creation of a real addition to your shopping centre ;
- (ii.) The laying out of Deane Clough as a public park and recreation ground which shall not only be beautiful and useful in itself but which shall some day become a part of an enlarged policy and the realization of a wider outlook by being incorporated in a proper park system for Bolton ;
- (iii.) And finally, but by no means least, the improvement of the area surrounding your fine Town Hall which should have its beginning in the formation of the “ Deansgate Garden ” I so strongly advocated in my lectures.

With regard to the scheme for the re-arrangement of the streets round the market I am extremely hopeful, for here we have an improvement which should commend itself to every business man and the site is surrounded by interests which have everything to gain and nothing to lose by the alteration. In particular we have, at its eastern extremity, the Bolton Co-operative Society, a young, virile and extremely prosperous undertaking which will certainly grow still more and which will have difficulty in growing properly unless new and very much improved frontages are obtainable for the enlarged premises and more handsome showboards which will certainly be necessary. The new street which we propose as a continuation of Rushton Street will not only provide these frontages but will allow of the linking up of all the scattered departments and blocks of shops which exist at its extremities and along its route. Direct and ready access will also be given from Knowsley Street to the present premises in Bridge Street and the very depressing effect of having Brook Street and the Croal as they are at present right opposite their main entrance, will be done away with and their place taken by handsome steps leading up to a street which it shall be a pleasure and not a source of disgust to traverse.

My second proposal is of a different kind. It appeals particularly to me because it aims quite as much at the preservation of the old as it does at the creation of the new, and it is always by these means that the greatest and the best effect is obtained with the least outlay. Deane was once a picturesque village, but the elements of picturesqueness have so been overlaid by that sordidness which seems inseparable from the process of transition from the rural to the urban, that, if an effort is not made at the present time to rescue and restore it,

it will be lost for ever to the detriment of the whole district and to the lasting sorrow of those who like to look back along the history of their town and mark the periods in its very stones.

With regard to the third of these, we cannot expect the site in Deansgate to remain open for long, and unless the opportunity is seized at once it may be gone for ever and thus an opportunity of making your town a more attractive place in which to shop and in which to live, at an expense which can only be described as paltry, will have been let slip for want of a little promptitude and initiative. Such a result is not to be contemplated for a moment, especially when considered in connection with the larger problems of re-arranging and re-building the whole area about Howell Croft North to which your Borough officials have already given such earnest attention.

Since these lectures were delivered a generous and illustrious townsman and native of Bolton has, much to my delight, presented you with the first piece of land necessary to the carrying out of that park system which I sketched in the lectures. This is a splendid beginning, and let us hope that it is in the truest sense *a beginning*, a starting point, from which a new and improved and broadened policy of park and garden design for your town shall develop until, at least so far as Bolton is concerned, we in this country have not to hang our heads in shame when we go abroad and visit the cities and towns of America and the Continent and witness the great strides they have made ahead of us in the adoption of an up-to-date policy for the creation of a proper system of parks and gardens.

Plans for this park and for Deane Park are I believe at the present time under consideration, and I earnestly hope that those responsible may be persuaded to take up the urgent question of the Deansgate Gardens before it is too late. With regard to the other improvement, that round the market, it will be seen from the drawings which accompany these lectures, that the plans are far more advanced, and that the time has now come for the architect to step in and do his share towards their carrying out. And here let me say that the adoption of all my suggestions for the improvement of Bolton will create just those opportunities for the local architect and indeed should they be wanted, just those opportunities for the employment of the otherwise unemployed after the war, which result in the spirit which makes possible that splendid co-operation between the architect, the town planner and the philanthropist which is the great charm of my work.

My thanks are due to Sir William H. Lever, Bart., whose aid made the preparation and delivery of these lectures possible, and who, together with others actuated by a sincere desire for the betterment of their native town, are bearing the expense of publishing them, and to all, and especially His Worship the Mayor, who have contributed by their advice, interest, and encouragement to the solution of the many problems I have tackled and towards making my visits to Bolton a constant source of pleasure. I desire especially to thank your Borough Engineer, E. Ll. Morgan, Esq., Assoc. Mem. Inst. C.E., and his staff, and the Secretary of the Bolton Housing and Town Planning Society, Mr. Farrington, who, together with his fellow members, and Mr. Woods, of the Bolton Playing Fields Society, and many others, have worked hard to make the series of lectures a success. I have also to acknowledge the services of my Business Manager, Mr. Crossland, who has taken most of the photographs for the illustrations and arranged the matter for press.

HIGH STREET HOUSE,
LANCASTER, *September, 1916.*

THOMAS H. MAWSON.

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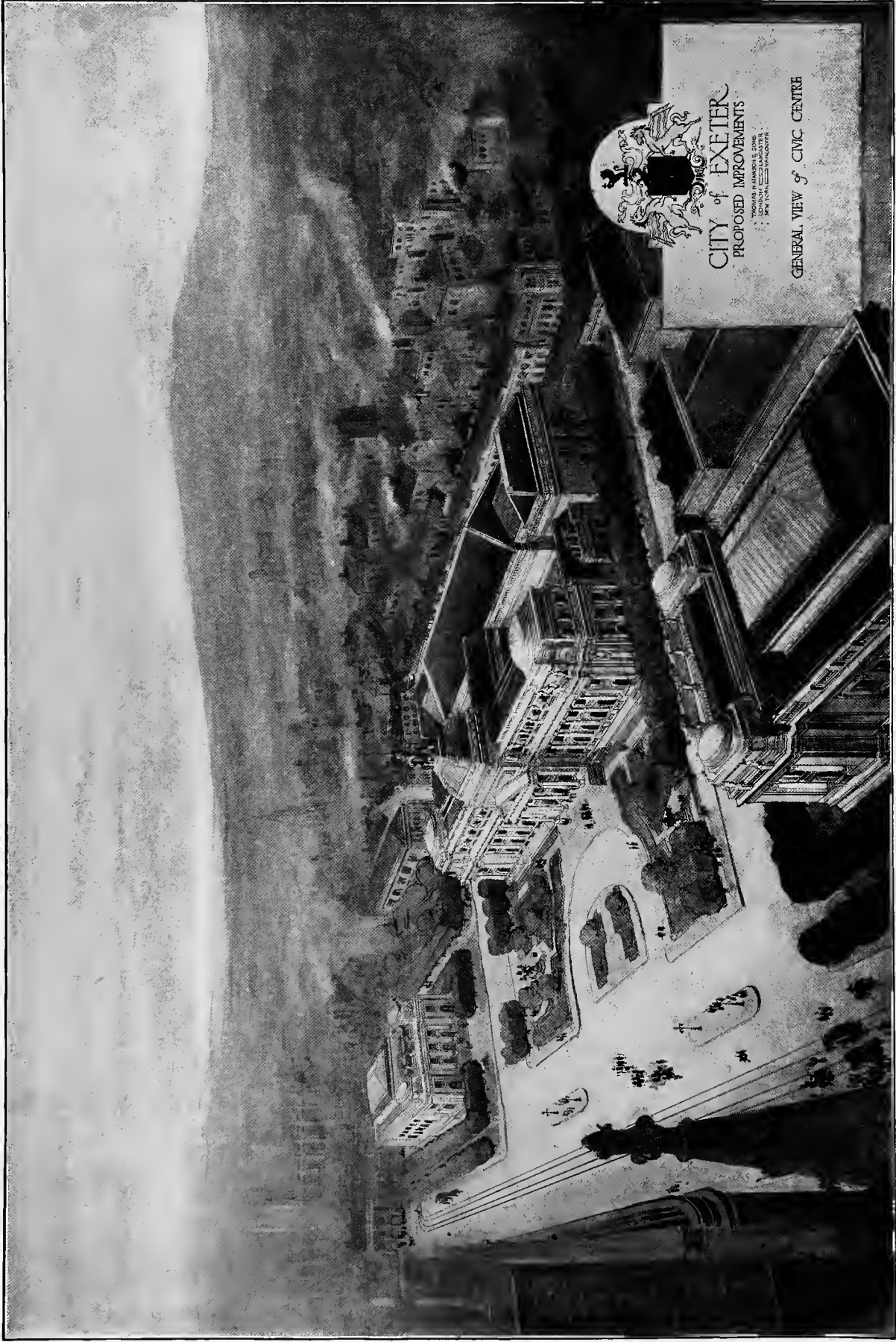
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TRAFFIC!



SLIDE No. 1.—CENTRAL PORTION OF SCHEME, EXETER.

LECTURE No. I.

WHAT DO WE MEAN BY TOWN PLANNING ?

WHILE Town Planning has existed from the days when industrial towns were laid out on regular geometrical lines close to the great Pyramids in Egypt, to house the men who built them, in England it is comparatively new. Until the passing of the Town Planning Act and the commencement of that great experiment at Letchworth, known as the First Garden City, there were very few people who could be brought to look upon it as a practical thing which concerned practical men and might make a difference to our everyday lives.

The time has now come, however, when men and women throughout the country are asking themselves and each other—What is this talk we hear about Town Planning and what does it stand for ? What does Town Planning mean ? When one endeavours to answer this question others inevitably crop up such as,—If the Town Planning you talk of is to do such wonders, how can it affect us and what is its scope and influence ? Again, will it pay us to adopt it and will it touch upon that most difficult of all our problems, how to do away with congestion in our streets, which at the present time is running up the rates year after year and giving us so little in return for all the money we spend on the demolition of buildings and so on ? Again if, as you say, it will beautify our town, in what way will it do so and will it touch upon our parks, gardens, and open spaces ? Last of all, but most important of all—Has it anything for the man in the street ? Will it give better housing and living conditions, especially to those who have not the means to provide them for themselves and who are more or less, so far, the “ sport of circumstance ” ?

We thus have six great questions which are uppermost in the minds of all who take any sort of philosophical interest in their fellowmen, and these questions, which have been asked me over and over again, I have decided to take as the titles of the course of six lectures which I am to give before you. The first of these, “ What do we mean by Town Planning ? ” will inevitably result in the consideration of some subjects which may be considered rather dry, but I hope I may be forgiven if this lecture is not quite as attractive as those which follow it because, just as, if we are to rear a beautiful edifice which shall endure, we must first of all lay down a very prosaic foundation, so in this course of lectures I hope you will consider this first one, if it is a little more technical than those which follow, as the necessary foundation on which to build an interesting course.

I feel it is the more important to discuss very fully this question, “ What do we mean by Town Planning ? ” because I find as I go about the world that there is a very grave misapprehension in many minds as to exactly what we mean. I have been a little puzzled about this until I discovered that it was because people did not realise that there are two different and distinct things legitimately known by the term “ Town Planning,” and also because everybody with any kind of fad which he wants to popularise seems now-a-days to label it “ Town Planning.” Thus we hear of Town Planning which turns out to be model housing, and I know one lady who considers herself a great town planner whose sole idea is that everybody ought to eat brown bread ! Exactly how she connects the two I do not know, but she *does*, and she gets up at Town Planning meetings which I attend and gives us her

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opinions on this subject. Now I have no quarrel against ladies and gentlemen with very excellent fads, except that they tend to bring my own (which I hope is *not* a fad) into disrepute and make it a laughing-stock, and I therefore want to be very clear indeed as to exactly what town planning is.

I have said town planning, at least town planning as it is in this country, is two things. First of all it is town planning in general, the planning of towns, and secondly it is work under what we call a Town Planning Act, and it is necessary that we should keep the two quite distinct in our minds because they are really very different indeed, and if we do not we shall get very muddled in many ways.

Let us take up first Town Planning under the Act as it is called and consider both how we came by this Act and also what it can and what it cannot do for us.

To begin at the beginning, you all know that in 1875 a great Act of Parliament was passed which was, in many ways, a new departure and which did probably as much for you and for me and for all the present generation as anything of the sort ever done since perhaps the Magna Charta. This was the Public Health Act, 1875. It is true that before that Act there had been various experiments in sanitary legislation, and they had been found on the whole to work so thoroughly well that it was decided to embody them all in one Act and make them of universal application throughout the country. We may say, however, that, broadly speaking, previously to its passing, every man was a law unto himself when he set to work to develop his property. He could build just how he liked, where he liked, and as much as he liked, and he could provide just what sanitary conveniences he happened to know about or considered necessary or could persuade his tenants to put up with, and the result is seen in the poorer parts of our towns to-day, where those holding property will remember that they have had great charges to undertake, and are faced with more in the future to bring it into anything like a sanitary condition. Houses were built back to back without the possibility of through ventilation and with no open space round them. Sanitary conveniences of the most rudimentary kind were provided so scantily that probably twelve to twenty-four houses would only have one wretched apartment of the kind, not fit to go near, and whole streets of houses were built without any water supply whatever except that which was carried from a distance. This could not go on and so we had this great Act of 1875.

Now you will notice that I call it a great Act. So it was. It is the fashion now-a-days to cry down both it and the model bye-laws which were created under it, because they are not perfect but, if we compare the state of things which existed in the poorer parts of our towns and cities before it became law with the conditions prevailing to-day, we shall see that there is an enormous change.*

Looking back we can see that most of the failure in the Public Health Act and the model bye-laws is due to lack of elasticity. It was all right to make very hard and fast rules when everybody was ignorant of the most rudimentary forms of sanitation, for only so could you bring everybody into line. But now-a-days we are all convinced of the benefits of sanitation, and we are all anxious to see the best done in this direction, and therefore a little latitude may be allowed in the interpretation of the law ; this is really where the Town Planning Act comes in.

Again, while the old Acts relating to housing and so on were very good in their way,

* For the sake of clearness I am avoiding all reference to the many amending Acts.

they failed not only from the stiffness and inelasticity of their bye-laws but from three other points of view. First of all they naturally made no provision for the advance of science and invention which has since been so marked, and so many things have happened for which they do not provide. Thus suitable building materials have been invented of which they had no knowledge and consequently which they will not allow us to use. Secondly, they dealt only with the unit, the individual house and its individual bit of ground, apart from the larger issues involved in the planning of a number of houses or of a town, and thirdly, they neglected altogether the question of appearance or "general amenity" as the Town Planning Act calls it. This "general amenity" really means the making of the place pleasant to live in, with the consideration of artistic factors, the prevention of horrible noises, sights or smells in the neighbourhood of one's house and garden, and so on.

You will therefore see that in this new Act, imperfect as it is, there are many things provided for, which are a great advance on the old. As I have just hinted, however, it has a fault which the other Act also had. It is a great departure in a new direction, it is a great experiment, and any of us who have tried our hands at any kind of experimenting, whether it is chemical, mechanical, or social will realise that, out of a given number of experiments, the majority by far must always lead nowhere. We shall know perfectly well that we may have to go on month after month and year after year simply trying one thing after another which looks all right until attempted, before finally hitting upon a great success, and so it is when you start something really new like this Town Planning under the Act. It is also the lot of all experimenters and all progressive people to be misunderstood and ridiculed and considered impractical, and this too has been the lot of the Town Planning Act and those who advocate it in many quarters, and I hope that if there is anyone here who considers that this Town Planning is a new fad which will die out and which is impracticable, before this evening closes I shall be able to show him how mistaken he is, for there never was a greater social advance made possible in this country than under this Act and under the Acts which we hope will grow out of it, when we have worked it sufficiently long to be able, not only to see its faults, but to see also how those faults can be remedied in an Amending Act.

Before, however, I go on to say what the Town Planning Act is, it will help us greatly I am sure if I mention a few things which it is not, for the number of claims which I have heard made on its behalf and seen made in print would show that, not only is it supposed to contain provisions altogether at variance with its scope and purpose, but also to give powers for good and evil (especially the latter), which would make it a very dangerous two-edged tool in the hands of those attempting to carry out its provisions.

The first thing then to say about the Town Planning Act is that it is *not* a Town Planning Act! Now this statement sounds a little as though I were trying to be amusing at the expense of truth, which is very far from my purpose. But I do want to put it as forcibly as I can that the Town Planning Act, as it stands at present, has nothing whatever to do with towns and villages *as they stand at present*. It deals only with towns and villages to be built in the future and the extensions to existing towns and villages which may come into being at some future time. There is, however, one small exception. Where, in order to develop properly a portion of the undeveloped suburbs of a town, and in particular to provide for traffic access, it is necessary to pull down existing buildings, this can be done under the Act. Generally speaking, the attitude of its framers seems to have been that the central portions of our

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towns and villages are fixed, unalterable and determined for all time, but that this is far from being the case is obvious to everybody who can look back twenty or even ten years and who can remember the enormous alterations that have taken place in all the larger and most progressive towns of the Kingdom and even in London itself. Where new towns are concerned the piecemeal and haphazard policy which has so far dominated the designs of the new suburbs to towns and villages is, under the new Act, rapidly giving place to an ordered and well-thought-out system of development, but in the case of the built-up portions of towns we are still compelled to go on in the same bad old way and have nothing to strengthen our hands whenever we attempt to obtain that comprehensive outlook, which would result in one improvement being made with some relation to other subsequent improvements. How to act under such circumstances when dealing with the centre of a town I hope to describe later on when considering town planning outside the scope of the Act.

The second thing which the Act does not do and which it is popularly supposed to do, is to commit those who frame a scheme under it to enormous expenditure. The only inevitable expenditure is the actual cost of preparing the plans. You are not committed to one penny for their execution. Now this I know seems a surprising statement to make, because it will occur to everyone at once to ask—If you have a scheme, what is the good of it unless you forthwith set to work to carry it out? This is a very natural question and I may add a very British way of looking at things, but there is another. Suppose we look at it this way. This land is going to be developed somehow, someday, without help from us, but cannot we determine that, when it is developed, it shall be developed along the right lines. Let us simply make a good scheme and say to all the people owning the property or having anything to do with the development of it—“We don't care when you develop your land, but, when you do, you must do it like this.” We lay down on paper certain roads, we determine the number of buildings which may be placed on any one area, we allocate certain classes of buildings to certain districts, we determine that certain other areas shall remain open spaces for ever, but we do not at once set to work to erect these buildings, lay out these roads, form public gardens and carry on as though every ratepayer in the district were a millionaire, we merely place this plan where all those interested in the land in question can see it, and then, when the time comes for developing it, they must go by the plan so far as it affects them.*

Now this qualification “so far as it affects them” brings up another point, where people imagine the Act to be what it is not. Rightly or wrongly, I think wrongly, it gives absolutely no control over the design of the buildings themselves. It is quite possible, in an area which is supposed to be controlled by this Act to build side by side two dwelling-houses looking like “an imitation of a Chinese Pagoda and a model of the great Pyramid,” as a friend of mine put it the other day. Here I think the idea of the framers of the Act was that a gradually enlightened public opinion, coupled with a far-seeing self-interest, would tend more and more to prevent architectural monstrosities; but we have only to go round any town or even any high-class residential suburb in this country, even in Bolton, to see that such is not the case, and that to this day there are numbers of buildings being constantly erected by people of means and some general education, the whole aim and object of the designers of which would seem to be self-advertisement of that extremely crude kind which we laugh at in small children when they stand on their heads in public in order to draw attention to themselves.

* This statement, of course, reduces the procedure under the Town Planning Act to its very simplest elements. A description of the various legal requirements would be out of place in a popular lecture.

I have said such a great deal about what the Town Planning Act is not, that I may possibly have given the impression that I am a little disappointed, not to say disgusted, with it as an Act, but this is far from being the case. While I, together with most of those who have had anything to do with its application, are convinced that it cannot go on very much longer without being thoroughly revised and extended, we realise what a tremendous move in the right direction its passing was.

What then has it done? Perhaps the most important thing it has accomplished is to teach a large number of people (would that number were ten times as large) not to live so much just for the day and the hour, but to look forward a little into the future and to prepare for it. The whole of our political economy in the past has been based upon the principle of taking up one thing at a time as it became imperatively necessary to do so, and dealing with that one thing without reference either to what might happen elsewhere, or how it might influence the future or the future might influence it.

Now, in this Town Planning movement, we have not only to deal with present Acts and their influence on the future but also, on the other hand, to prepare for a state of things which may not materialize even within our own lifetime. We may have to set in motion influences which will, we hope, make for the good of future generations but of which we cannot expect to live to see the full fruition. We determine that a given area of country shall be laid out in a given manner, and we may only live to see half of this accomplished. We may only live to see small detached portions of our scheme carried out, looking rather like forlorn unfulfilled promises, but we must cultivate the habit of faith and a broad perspective and a belief in the rights of our cause which shall very literally move mountains. This surely should alone be sufficient justification for any Act of Parliament.

Though, as I have said, the present Act is more or less a promise of good things to come in the future, than a practical fulfilment, nevertheless much that is very excellent can be done under it, and it behoves us to make the very best use in the meantime of the facilities it provides. Their full scope can only be determined, not only by a careful study of the Act itself, but also by seeing it in execution. It is being adopted in many places, principally for suburb planning schemes, for of course it is not often that an entirely new town is established in this country. It came too late for the great experiment at Letchworth, but it has been tried for this class of work on another scheme at Ruislip, and, within narrow limitations, appears to be working very well. What it really stands for has been very well expressed by my friend Mr. Pepler, of the Local Government Board, when he said :

“ Under this Act you can control the future growth of your town, setting
 “ aside the most suitable separate areas for residential, business and manufacturing
 “ premises, and making arrangements in advance for the necessary Municipal and
 “ other services, arranging for future traffic requirements and taking care that streets
 “ are laid out in the best direction for convenience of traffic and of the residents ;
 “ and making sure that streets are of adequate width for the purpose they will serve
 “ eventually, and thus avoid the possibility of costly widenings in the future ; making
 “ arrangements in good time for sewage and sewage disposal, water supply and
 “ lighting ; providing economically future requirements with regard to open spaces
 “ and the preservation of objects of historical interest ; preventing any overcrowding,

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“ by limiting the number of houses to be erected on any given area ; providing for
“ ‘ amenity,’ which means that pleasant as well as convenient surroundings may be
“ arranged for your inhabitants. You can look ten, twenty, thirty, forty and even
“ fifty years ahead. You can use prevention rather than cure. For the first time it
“ is really possible to plan out a town at all—hitherto towns have grown just anyhow
“ without any regard to economy, health, beauty or convenience. You can stop the
“ creation of slums which up to now you have let be built, only to pay yourselves for
“ clearing them away later at enormous cost.”

This is one way of looking at Town Planning under the Act, that is by tracing it as we have been doing from the beginning of general sanitary legislation in 1875 and by treating it, as it undoubtedly ought to be treated, as a perfectly natural development in a process which has been going on since that time. While this is quite a right and good way of looking at it, the opposite is equally true. Strange as it may seem in another sense, it is a revolt from the standpoint under which all the great sanitary Acts so far have been framed. It owes its being probably more to this revolt than to the other causes we have been sketching. It was because people discovered how very little good the old sanitary Acts could do and how much they left undone and how much evil was growing up which they had no power to check that this new Act was imperatively called for. People began to see in particular that round about our great towns and particularly round about London, streets were being built by dozens a year without any control by any central authority over their direction or the ways in which they joined up with one another and that in fact, in some cases, where those who developed neighbouring estates got to loggerheads, the two were very often purposely laid out so as to spoil each other and particularly so as to spoil the chance of any through communication between them.

Now John Bull is a slow-moving, slow-thinking animal, but when things get to this point and he has placed before him such an absurd state of things, he generally moves and moves in the right direction, and the very fact that he moves rather slowly is all to the good, because it prevents our rushing into that absurd kind of legislation which will not work in practice and for which certain foreign countries have become rather famous. This is another reason then, that brought about the Town Planning Act, and it serves to show not only why the Act was wanted but what it was intended to do, and on the whole I think it is doing it fairly well within the lights of those who have the working of it.

So much for Town Planning under the Act ; now what about what I called some time ago “ town planning in general.” By this I mean all those great town improvements which cannot be done under the Act but which are equally necessary. This is a side of town planning which has a special interest for us in Bolton, and above all for myself, because here I had the great honour of preparing the necessary plans in accordance with Sir William Lever’s instructions for a scheme of this kind. This, which you have all had an opportunity of studying and which consequently it is not necessary now to describe, is essentially one in which the Town Planning Act would not help you much, and it is essentially one which shows the need for the revision and extension of that Act, but because it is so, it does not mean that it is impracticable or could not be carried out by degrees under existing legislation as the finances became available. The Bolton scheme has not yet got far enough for me to be able to say

with certainty exactly what legislative powers should be brought into play in order to facilitate the carrying out of its various provisions, and I would therefore turn to another scheme, which I prepared for the Municipality of Exeter (Slide No. 1).

This scheme is particularly interesting because it proposed the rebuilding of a large area right in the very centre, in the very busiest part, of the city of Exeter and therefore represents the very class of work which the framers of the Town Planning Act have considered so impossible that they have made no provision for it. Here, within a compact area which you could surround with a ring fence, we have a railway station which is to be rebuilt in any case, a market which has become obsolete, a new park which has been purchased for the city, a large slum clearance scheme, and a building of great historic interest, the old Guild Hall, which is at present tightly wedged in between unsightly buildings which would be a great source of danger to it in the event of a fire. We have also to help us with our scheme the fact that a public library is to be built at once by the munificence of Andrew Carnegie, Esq., LL.D., and that a Town Hall and Municipal Offices will be required very shortly. Now it is not difficult to see that, with all these requirements and possibilities concentrated on a comparatively small area, even if that area is at the present time almost entirely fully built up and even though it is in the centre of a large city, there is no insuperable difficulty in preparing a thorough-going town plan, showing the best use to be made of the sites of all the buildings to be demolished, the best means of making all the alterations which are contemplated, and the most artistic and efficient disposition of the new buildings to be erected, so that each shall help the other and each shall fall into its place most practically and æsthetically as a part of a well-thought-out scheme. In fact, it must be clearly evident that to set to work to carry out all these various alterations without some sort of a comprehensive plan would be silly in the extreme, but alas such silliness is all too common in this country and, until recently, no other way of setting to work would have been thought of. It is impossible here to go into details and describe to you this scheme and all pertaining to it, much as I should like to, but a very general idea of the central portion including the new Municipal buildings on the site of the obsolete market and the Carnegie Library on the site of the slum clearance scheme will be obtained from the illustration which faces the opening of this lecture.

This instance is also a very good one because it points clearly to the three main factors which will, in most instances, go to make town planning possible in the already built-up portions of the town or city. The first is by means of slum clearance schemes, under which slum property is demolished for sanitary reasons. The second is by the gradual acquisition by the Corporation or other authority of all the property necessary for the scheme, and the third is by the utilisation of those powers, clumsy as they admittedly are, under which ordinary street widenings are usually carried out. The procedure in all three cases is slow and cumbersome and may very often involve a special private Act of Parliament and therefore, while work is possible under them, there is no doubt that this state of things cannot go on for long, but that town planning in the built-up areas of a town or city must inevitably receive the tremendous impetus and help which would result from the extension in that direction of the powers of the Town Planning Act.

What I want particularly to drive home in this first lecture of the series is, however, that town planning is essentially something eminently practicable. It is something which concerns

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every man and woman in the country, or as I think I have sufficiently shown, may make for his material betterment in many ways and especially may make it easier for him to do his work and easier for him to live a healthy life.

This is not all, however; I should not be the enthusiast for town planning which I am if it only dealt with the material side of our existence. It may, in addition, be made a great factor for the sweetening and purifying and ennobling of our lives by creating an environment which makes for purity of life and thought and which spurs into being ennobling influences.

Yes, you may say—"This is all very well, but who is to provide all this?" "Are the 'haves' to be robbed for the sake of the 'have-nots'?" No, decidedly not. While no one can have anything but praise for the generous way in which certain employers of labour have laid down money for the comfort and benefit of their workpeople in a way which might be impossible all round and everywhere, and while one rejoices to see them reaping an adequate return for their investment, apart from the satisfaction they will have in doing what they believe to be right, it is necessary, when you have public bodies to deal with, that we should be able to go further still and to say that the thing will really pay and can be done on a financial basis apart from philanthropy. Can this be done? Yes, the founders and builders of the model village of Bournville, near Birmingham, have proved over and over again that it *can* be done. From the very first they determined that all their experiments should be conducted with this view kept steadily in mind, and they have proved conclusively that at Birmingham anyway it is possible to give the working man a decent and even a pretty house with a large garden at a price which he can afford out of his ordinary wages, and the fact that Bournville Village cottages are practically never empty shows how much these facilities are enjoyed and that working men are prepared to pay for them at any rate in large numbers.

What town planning can do for us here at Bolton will of course form the subject of the next two lectures, but before closing I want to draw your attention to one very important matter arising out of what we have just been considering, and that is—What kind of a town are we dealing with? What are Bolton's particular needs and capabilities?

Now this would seem a very obvious question to most people, but, from the Town Planner's point of view, it is not quite so much so. Every town or city, and indeed even the tiniest village, has its own individuality which makes it what it is and differentiates it from every other place. We all learn to love certain places and it is not the bricks and stones and mortar of which the place is made up that we love, but this undefinable something which I have called "individuality." I have said that this individuality is an undefinable quality. So it is, but we may to a very large extent grasp its meaning and its nature in any one city or town by analysing the various factors which go to produce it.

What then goes to mould the individuality of Bolton? I think I shall procure universal agreement when I say that the spirit of Bolton is partly manufacturing, partly commercial, and partly social. It is not wholly a manufacturing place like a Lancashire cotton village, one of those great over-grown villages I mean, which are the most depressing places on earth; it is not wholly commercial like say, the west-central district of London; and it is not wholly social like such places as Clifton, Cheltenham, or Bath. It combines something of the spirit of all these three and it is on the proportion of the ingredients that the result depends and thereby we obtain the Bolton that we know and have learnt to love as our home and the place where we fulfil the tasks which make up our life-work. If, therefore, the Bolton we should

hope to see in the future, the Bolton of our dreams, is to be realised, it is out of this material that we must construct it. Is this possible? Yes, I am thoroughly convinced that it is, and that Bolton at the present time has a unique opportunity, and I feel sure that if only, as a result of this course of lectures, we can get every man, woman and child in your town to realise, even to a slight extent, what town planning will do for you and the money it can save you and the added health and happiness it can give you, before a single month has run its course, we shall have the whole of Bolton clamouring aloud for a Town Planning movement to be put into practical execution, and the danger would not be that we should neglect our opportunities but that we should spoil them through over zeal and undue haste.

I am afraid that Bolton as a desirable place of residence, comparable, as I have compared it, in the local press, with other such places as Windermere and Cheltenham and Bristol may sound just a little bit absurd, but I assure you that the apparent absurdity would disappear at once if you could only understand what a very long pull Bolton may have in some ways over these other places. I wish we could count up how many people have left the Bolton district because they preferred to live elsewhere during the last fifty years. It is a common sneer against Englishmen that, as soon as they obtain a little money, they leave the place in which they have made it to sink or swim as best it can and spend it elsewhere without any thought for what becomes of their neighbours or those of their townspeople in whom they are not particularly interested as relatives. Now I cannot think that, although this is true to a very large extent, it would be true if it were possible for people of taste and refinement to live where they had made their money without feeling cut off from all those enjoyments which such people must necessarily hanker after. If at Bolton we could make sure that those who had made money there or in the district would find in your town æsthetic advantages, cleanliness, wide streets, good shops, and all the other material and intellectual attractions of those towns which cater for this class of person, they would far rather stay there than go away to a strange place. Not only so, but you would attract from other neighbouring places those who have made their money there and who would rather stay in the district than go away to a distance.

But can this be done? I am afraid you will say at once that it cannot, but I am not so sure. One aim I have in this course of lectures is to show it can be done, and not only so, but that it can be accomplished without ruinous expense, and that where expense will be involved it will bring in a full return, not only in added health and beauty but also in solid pounds, shillings, and pence.

There is one instance of this indirect return from money spent on civic betterment which I am never tired of repeating because it is such an excellent one; I refer to Paris. The great town planner, Baron Haussmann, was hounded out of Paris and out of France for his "extravagance" as people then considered it, in the glorious work he did for his native city, but it is realised that now-a-days this was no extravagance but the truest economy, and that Paris reaps to-day, in its added popularity both to residents and visitors, at least one hundred *per centum* on the money which Haussmann spent and was accused of wasting.

Now I am not going to set to work to suppose anything so foolish as that we can try and turn Bolton into a little Paris. This can never be. As I have already said, one of the first things a Town Planner must learn is that each city has its own individuality, its own possibilities and its own history, and not only that, but its own social, moral, and religious

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atmosphere. It has something in addition to these qualities and overlying them all which we call the spirit of a city, something very difficult to describe but which we are immediately conscious of as we come to it, and which differs in every case, and these all go to make up what we might call the city's individuality, which is its birthright, and which must be preserved if it is to remain a satisfactory home for people who themselves possess individuality and mental power. In everything the town planner does for the betterment of the city he must always bear this in mind, and instead of forcing upon it a new individuality and trying to make it like some other town or like some ideal creation of his fancy, help it to realise its own soul and to develop along the lines which will preserve it. We must in short take advantage of the evolutionary processes which have brought the city so far upon its way, and, instead of destroying that process and setting up some new and arbitrary methods, we must use it, guide it and control it along the ways in which it can make for advancement and only check it when it shows a retrograde tendency.



THE WAY HOME.



SLIDE NO. 2.—THE BEAUTY OF UTILITY.

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LECTURE No. II.

THE SCOPE AND INFLUENCE OF TOWN PLANNING.

HAVING seen what we mean by Town Planning, and having learnt something of the power it may be for good wherever it is rightly applied, it is obvious that we should next consider the scope and influence of the art in order that we may learn where and how we may use it to advantage. In order that we may do this effectually, however, it is necessary first of all to consider briefly the attitude of the English mind towards the subject, for this of course must have a large influence on the extent and nature of its application.

In England there are two schools of town planners, both well supported and both enthusiastic, and I am sorry to say each filled with a fine contempt for the attitude of mind of the other. While one devotes its energies to the creation of so-called Garden Cities and Model Garden Suburbs, the other dreams of great civic centres and processional ways and grand architectural exteriors. The first of these schools would dearly love to rebuild London on the basis of ten houses to the acre with, we will suppose, a little vegetable plot round each building, irrespective of the reasonable demands of industry and the many factors upon which London continues to grow and exist. The opposite school on the other hand would, for the most part, direct its propaganda to the creation of the monumental, and the rearing of the grand external, and generally the decoration of everything which it considers important enough to come within the sphere of its operations.

Both schools are animated by the loftiest motives and both would claim to have an intense desire to introduce "sweetness and light" into the lives of the people. That they so seldom succeed in attaining their object, cannot be charged to any lack of enterprise on their part, but is due solely to the fact that they fail to realise that Town Planning cannot begin and end with the idealisation of one of the many factors which go to make up a town or city, but must take within its purview every material thing which is a part of urban existence and must correlate the whole. To it nothing must be large or small, important or negligible. Everything in the city is to it of equal importance because it is a part of the city and the sphere of influence in everything, of every item, must be weighed and it must be given its right place and correct emphasis in a scheme composed of many parts in which each portion takes its relative place as a part of the great whole.

We thus see that each of these schools of Town Planners is composed of extremists. While the one would neglect every consideration which did not make for the material comfort of a certain class of skilled and unskilled labour, the other, neglecting altogether this very necessary aspect of Town Planning, concentrates its attention entirely on the equally necessary, but if considered alone, equally futile task of giving a grand external to the more monumental buildings of the city and to clothing them with fine sculpture and brilliantly-hued gardens. What we want is a coalition of these two schools, so that each may learn from the other and each may have its horizon widened and each may learn that, between his own standpoint and the standpoint of his erstwhile antagonist, there is an enormous field for legitimate effort to which so far he has been blind. Only so can we hope that out of the present chaotic state of things in this country may arise a school of town planners who will thoroughly and intelligently grasp the scope and influence of their art.

LECTURE No. II.

Do what we will, we cannot express any great civic ideal in terms of cottages however few we allow to an acre, nor can we express our national or civic pride in terms of ornamentation. Both are required to complete the civic edifice, but they only can be successful if they are considered as parts of a policy which will include the solution of all the larger problems incidental to the subject. Every town planner who is really to succeed must know that his scheme must rest first of all on a sound financial basis, and he will find that, not only do financial considerations control all his efforts but even that transit facilities have infinitely more to do with the evolution of a town than beautiful and salubrious residential areas, and that good water and cheap power, light and heat will exercise an influence so great as to make civic centres or residential areas by comparison of much less moment to the composition as a whole.

It is with this enormous field for legitimate effort to which I have just referred that we are concerned in this lecture, and our endeavour must be to discover its boundaries and what it contains and enough of its history and progress to be able to say what within it is fixed and unalterable and what will form a legitimate field for our endeavours.

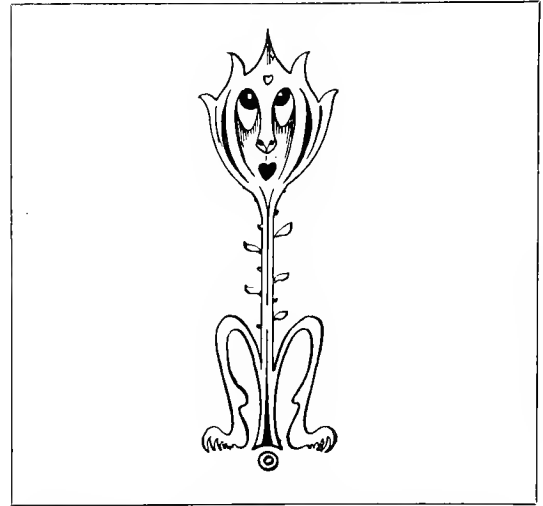
I do not think I can do this better than by taking up one by one a few of the main features of Town Planning and by indicating their scope, not only from work which I have myself done in this and other countries, but also from Bolton itself and, in those cases where the particular subject is not fully dealt with in a subsequent lecture, to say a little of its application to Bolton. Of course it is only possible to touch on main aspects of the case, for, I suppose, there is nothing which goes to make up a city or town, material or personal, which does not in some way impinge upon our subject, but it will be quite evident that it is impossible to deal with all, ranging as they do from the choice of the city's site to the question of absentee landlords, in the course of a short lecture, and that what you require is not a dissertation on Town Planning in general but sufficient knowledge of the subject in the round to enable you to answer the question which I put in my last lecture—What can town planning do for us here in Bolton?

You have already had placed before you very fully and clearly some of the things which it can do. I refer of course to the plans known as the "Bolton Beautiful Scheme," and in passing I may say how very sorry I am that this title has been chosen by common consent for this particular purpose. What I should have liked to have it called is the "Bolton USEFUL Scheme," because it is perfectly obvious that all we do in our town planning must first of all be *useful* and then afterwards, if you like, *beautiful*. Town Planning is not adding frills and ornaments to your city or town. It is an essentially useful thing depending upon utility for its claim to your attention and adoption, and I am a little afraid that this has not been made clear enough to be obvious to everybody in the present case. Every man who sets to work to design anything, whether it be a motor car or a cathedral, should do his level best to make it beautiful, and so we did with this scheme for Bolton, but beauty in none of these cases should be had at the expense of utility. In fact, I would go so far as to say that beauty which is not complementary to utility and does not more or less rise out of it is no true beauty at all.

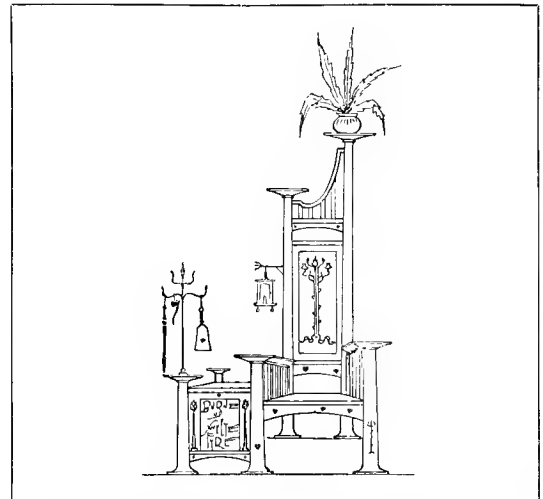
Look at the accompanying illustration of a racing yacht in full sail (Slide No. 2). Could anything be more beautiful? And yet when the designer created it he did not allow beauty, apart from utility, to influence him in the slightest degree. His one idea was to

produce a yacht so thoroughly efficient that it would beat, for speed and safety combined, every other boat of its own size and rating. Every inch of the hull, every stitch of canvas, and every yard of rope were all placed where they are for that particular purpose, and the beauty which we see has arisen solely and only from the satisfaction of a practical need. Now why can't we do this with everything? Why cannot every single thing we have and use be beautiful? I am not the first person who has asked myself and you this question. The *art nouveau* craze tried to accomplish this but it failed, and if we consider why and how it failed I think we shall see how we ought to proceed. You will remember the ridiculous ornament and the exaggerated design which this over-enthusiastic cult produced (Slides Nos. 3 and 4). It ran to seed at a tremendous pace, and why? Simply because its idea was to make the common things which we use every day beautiful by adding ornament or rather "ornamentation" to them after they were completed, and which did not belong to them and was not part of their evolution.

I think this word evolution gives us the key to the whole position. It is this. The yacht which we were admiring a minute ago is one of the oldest of man's handiworks. He has been experimenting with sailing boats ever since he drifted on a log with the wind, the surface of the log and his own body forming the sail, and from that time to this he has been improving on that crude performance, so that the yacht in full sail is perhaps one of the most perfect of man's mechanical productions, and it is simply because it is one of the most perfect that it is also one of the most beautiful. Now just in the same way as we progress towards perfection from the utilitarian point of view in our city planning so shall we also reach perfection of beauty. Any beauty which does not satisfy practical needs will soon pall and in fact will soon look ridiculous. There is no blinking the fact that certain people in Bolton have considered that this so-called "Bolton Beautiful Scheme" was unattainable, that in fact it was outside the scope and influence of Town Planning so far as it is applied to Bolton. Why is



SLIDE No. 3.—A RESULT OF THE "NEW ART" CRAZE.



SLIDE No. 4.—A RESULT OF THE "NEW ART" CRAZE.

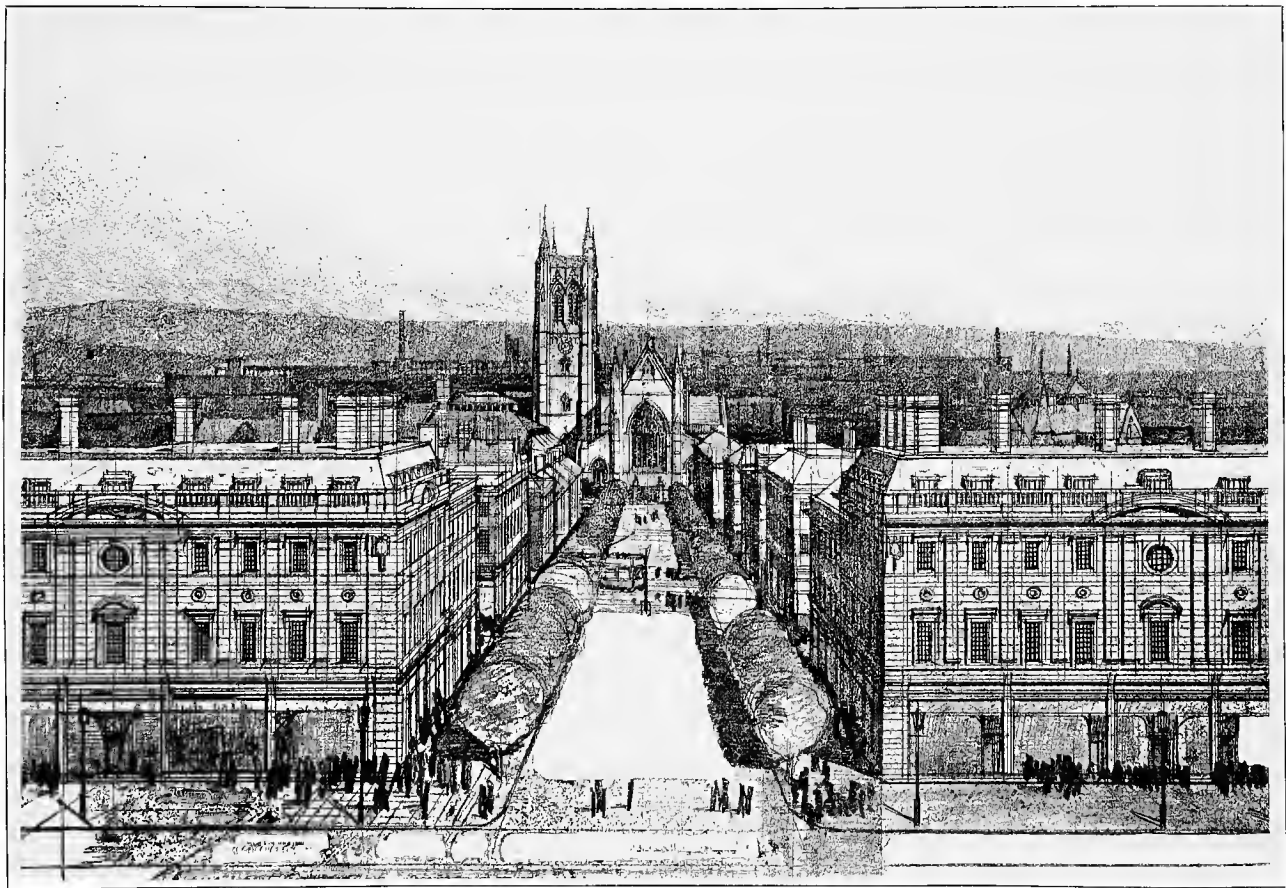


SLIDE No. 5.—STREET FROM CHURCH TOWARDS TOWN HALL, BOLTON.

LECTURE No. II.

this? Simply because they did not realise that the beauty which they saw in the plans and drawings was the direct outcome of the fulfilment of practical needs, and that the practical had been considered first and the question of cost and revenue taken fully into consideration.

The accompanying illustration (Slide No. 5) taken from the "Bolton Beautiful Book" shows one of the most practical and most necessary improvements which it contains. I refer of course to the new traffic street between Victoria Square and the Parish Church, connecting the former with Bradshawgate. I was told that this was quite impossible because large and handsome buildings such as would be required along such a street to make



SLIDE No. 6.—WHERE BOLTON'S TWO NEW BANKS SHOULD HAVE BEEN PLACED.

it pay would never be built in Bolton within a sufficiently short period to make the project financially possible; but what has happened since that plan was drawn up? Two large banking companies have rebuilt their business premises in Bolton, and, had this scheme been in operation, there is not the slightest doubt that they would have taken up sites along this new street, so that our old friend, the man who calls himself "the practical man," has shown his impracticability again and his carping criticism has resulted in your going on in the bad old way and letting these banks be built on other sites where they cannot do half so much for your town. Look again at the slide (No. 6). What could have been finer than to have had one of these two banks on either side of the opening to this street in Victoria Square

with one frontage on to the square and one on to the street. Half the battle of this new street would have been won and might have been, mark you, but for our carping friend who cannot see that the basis of all true beauty is utility, and that the scope and influence of Town Planning is first of all, to deal with practical problems in such a way that they are so practical they become beautiful.

Take another instance. Here is a view of Churchgate showing all that can be seen from the corner of Bradshawgate of your magnificent Parish Church, and in front of it the pavement is lumbered up with a miscellaneous selection of what are nothing more or less than advertising dodges which are from the practical and every other standpoint, unmitigatedly bad (Slide No. 7). Now I suppose the least progressive of you will agree that it is within the province of legitimate town planning to suggest the sweeping away of these obstructions and to give the street a proper frontage line, and what would result? Why, in dealing with the practical we should have given your town one of the most artistic results you could possibly imagine. The vista along the street would be closed by the tower of your most beautiful building, which is at present almost hidden, and so again the beautiful and the practical are intimately connected.

Take another instance: I suppose you will agree that it is within the scope and influence of town planning to provide better housing conditions for the people? Well, here is a street which, when my friend Mr. Morgan's new traffic plan comes into being, will be quite an important thoroughfare, and, as you will see, it is about as ugly as it can possibly be, simply because there is hardly a single house or even a single window facing on to it, it is made up of mute blank ends of mean dwellings (Slide No. 8). Now anyone who has watched the movement for better housing will know that it results, before almost anything else, in the removal of these depressing blank ends and the provision of a little greenery round each man's house, so that there again, in satisfying the practical needs, we shall come by added beauty.



SLIDE No. 7.—DISFIGUREMENTS IN CHURCHGATE.

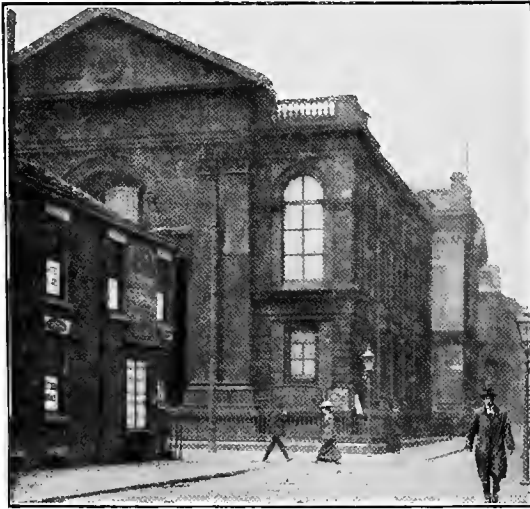


SLIDE No. 8.—A "BYE-LAW" STREET IN BOLTON.

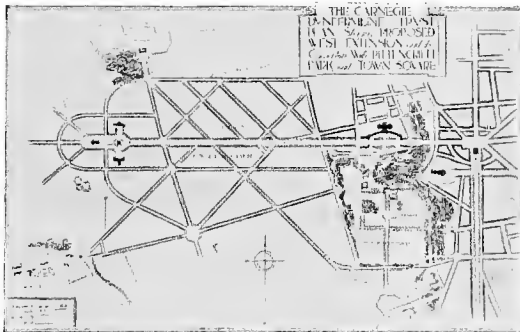


SLIDE No. 9.—MAWDSLEY STREET CONGREGATIONAL CHURCH.

LECTURE No. II.



SLIDE No. 10.—MAWDSLEY STREET CONGREGATIONAL CHURCH.



SLIDE No. 11.—THE OLD AND THE NEW AT DUNFERMLINE.



SLIDE No. 12.—A CLEARED SITE IN BOLTON WHERE THE LACK OF TOWN PLANNING HAS CAUSED GREAT EXPENSE.

I could go on indefinitely multiplying such instances from examples taken from your own town, in fact I could fill the whole course of six lectures with them, showing you how, every time, if you make for real utility, you also get beauty, but I must be content with one more, which I give because it stands in rather a different class to the others I have mentioned. The accompanying illustrations (Slides Nos. 9 and 10) show an extremely handsome and elaborate façade in Great Moor Street, the retention or rebuilding of which is one of the problems which you will have to face almost immediately. You will have to complete the widening of this street, and it is the only building of any importance which stands in the way. Now look at the second photograph of this building, and I think it will give you an idea, if you are long-headed enough. Some day, probably a long time hence (but then you know Town Planning is no use unless it does look a long way ahead), the footway to Trinity Street Station from this point will be converted into a traffic route. It is obvious that, if it were converted to-day it would be a very popular one and very useful, and the necessity for it will become more and more apparent as time goes on. What I want to get at is that, by considering the two things together, and when you rebuild the chapel, bearing this other obvious improvement in mind at the same time, we may find a solution of our difficulty of retaining this fine frontage and an answer to the question as to where we shall re-erect it, which would not otherwise occur to us, and consequently we see that the scope and influence of town planning includes also correlating various improvements so that one helps the other, even though they are not carried out at the same time or even in the same century. These examples will be sufficient to show how inextricably the practical and the artistic are interwoven in Town Planning and that you cannot, by any possible means, deal with them separately, and the last one will show especially how one practical need ought not to be considered apart from another, and this again bears on the question of the scope of Town Planning because

it shows that it must interlock with our daily life at almost innumerable numbers of points.

There is another way in which things interlock in a remarkable manner in Town Planning, and this also bears on our present subject of the scope and the influence of the art. This is in harmonizing and correlating the old and the new. We have here a plan of the portion of the City of Dunfermline which shows this point very clearly (Slide No. 11). On the right hand we have the old town and on the left we have a part marked "Western Extension," which is entirely new, and between the two we have a park, some of the features in which exist at the present time and some of which form a part of the scheme. It is obvious from a plan like this that it is no good trying to deal with the new work without considering the old. Both must be correlated and where necessary the old must be altered and improved to bring it into keeping with the new, though it is still more true to say that the new must always be planned in due relation to that which exists. In the present instance the general fall of the land is from north to south or from the top of the plan to the bottom, and this has indicated that the main broad traffic route should run east and west so as to be level or nearly so throughout its length, and, in order to do this, certain small alterations have been made in the town in order to bring its main street into line with the best possible routes for the new main avenue. A careful scrutiny of the plan will reveal many other points of contact which have required careful adjustment.

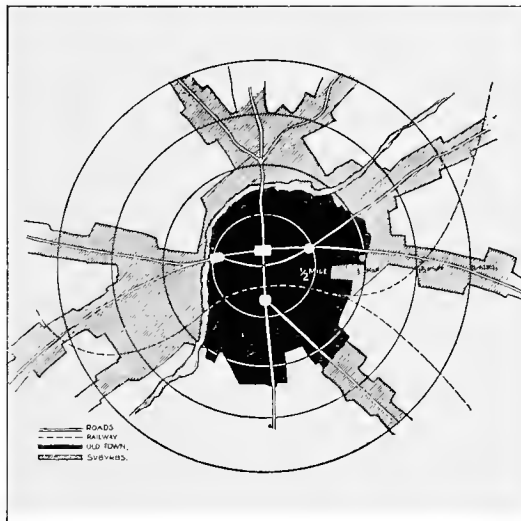
This drawing also brings prominently before us another question connected with the scope and influence of Town Planning. This is :—How far into the country round the town are we to carry our investigations on which to base our plan and how far away from the centre are we to take the planning itself? This must of course depend entirely on local circumstances, but there are certain main rules which apply equally almost anywhere. First of all a careful examination of the past growth and history of the city will show to what extent we may reasonably expect it to grow in the future and also the nature of the growth which will take place. It is obvious that this is an important question, because not only must we plan far afield to make provision for the future expanse of the town, but we must be careful to judge rightly what form our planning should take. Thus at Bolton, as we walk about the town to-day, we come across a good many places like those shown in the accompanying photograph (Slide No. 12) where insanitary property has been demolished, and it is obvious that much more work of the same sort will be done in the future and this would show that, in planning for future development, we must include very largely for the re-housing of those people who have been depossessed and who will be depossessed by future operations of the same kind. This is one of the points which I shall enter on more fully in a subsequent lecture.

Another question coming within the scope and influence of town planning which takes us even further afield, and which I shall also deal with more fully in a subsequent lecture, is the question of traffic. I suppose it would be possible to argue in a doctrinaire manner that every part of the railway system which serves Bolton has influences on your town, but of course this hardly comes within the scope of practical town planning, so that we need not go as far afield as this. Still, we have to go further than most people would think, and, to show that this is so, I need only point to Newport Street and Bradshawgate and ask you to compare them. When first I came to Bolton, a very long time ago, I was rather puzzled as a town planner to account for the great discrepancy between these two streets. It seemed to me

LECTURE No. II.



SLIDE No. 13.—HOW BATH STREET ALMOST MAKES A CUL-DE-SAC OF NEWPORT STREET.



SLIDE No. 14.—HOW OLD TOWNS DEVELOP AND GROW (CF. SLIDE No. 54).

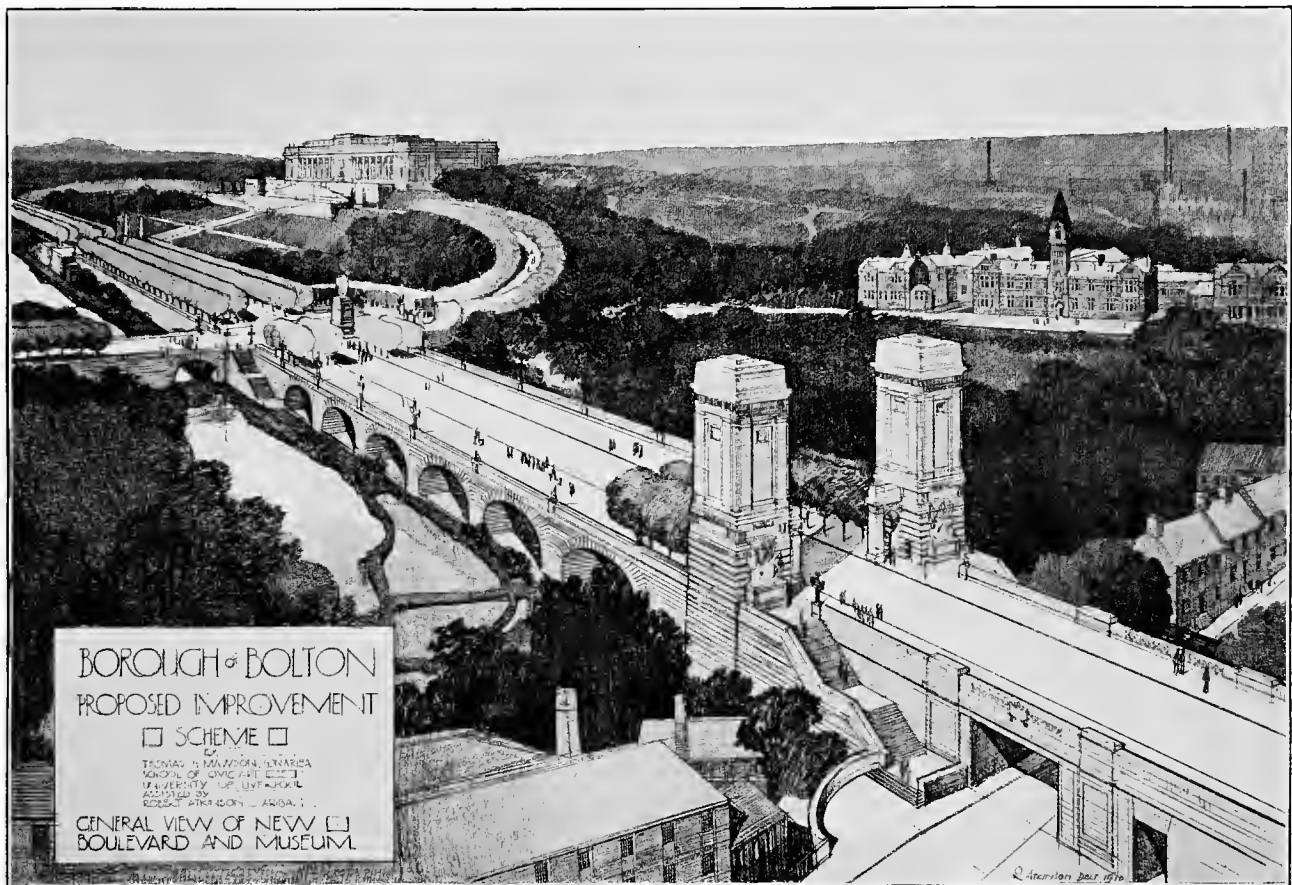


SLIDE No. 15.—HOW FRESH AIR REACHES THE MIDDLE OF BOLTON.

that Newport Street and Oxford Street, passing as they do through your fine Victoria Square, and running in connection with a most important thoroughfare like Knowsley Street at one end and finished with a fine architectural ornament like Holy Trinity Church at the other, ought to have developed into the great shopping street instead of Bradshawgate. As soon, however, as I took my investigations a little further afield I discovered how this was, and that it was because, while Bradshawgate is in every sense of the word a thoroughfare, reaching practically in one direction to Manchester, Newport Street and Oxford Street are closed to all practical purposes, at one end by the rather exceptional school buildings at the top of Bath Street, shown in the accompanying photograph (Slide No. 13), and by the fact that it has no direct outlet to the south at its other end which would convert Moncrieffe Street into what would practically be a continuation of it. We thus see that in this instance, as in so many others, influences are at work far beyond the scope of the portion of the town which we are considering at the moment. But I shall have more to say on this point in my next lecture. What I have said so far will be enough to show that, in the planning of one short street, we may have to look as far afield as the whole of the area covered by the tram service, and when we take up other factors such as the water supply which may be brought to us through half a dozen counties or our electric plant, gas, sewage disposal and destructor work, which may occasionally and with advantage be placed completely outside the ordinary boundaries of the town, we shall be led, in considering them, very often far afield beyond our parliamentary boundaries.

I have said something already as to the necessity for correlating the old and the new, but this is a matter which will crop up again and again in the everyday work of the town planner and this for a particular reason. Towns do not develop from the centre evenly in every direction. If we take the plan of almost any ordinary English town we shall find it follows more or less the shape and general characteristics of the accompanying diagram (Slide No. 14).

In the centre we shall have the old town dating back to the time when it was probably surrounded by a wall for defence. This area in the diagram is shown by a solid black mass. Outside this we find that, as more peaceful times became common and men were not compelled to live within walls for mutual protection, suburbs began to grow up round and along the routes of the main highways leading out into the country in all directions and particularly along those which connected with towns at no great distance. The result is long straggling areas of half-developed property lining the great highways on either side and between these, which are shown on the plan by the shaded portions, lie areas of open country which reach nearly to the site of the old wall in those cases where there was a wall, and anyway to within a comparatively



SLIDE No. 16.—THE CAUSEWAY IN QUEEN'S PARK.

short distance of the centre of the town. There is a very good instance of this at Bolton. The Chorley Old Road and Deane Road form two of these old highways of which I spoke and between them lies a large area of open country which, in this case, even without the aid of the town planner, has been taken advantage of very much as a town planner would have done to ensure that the fresh air from the country shall be conducted right into the heart of the town by keeping it open and unbuilt upon for ever as parks and open spaces.

What a magnificent open space it is you all know, and the accompanying view of it as it exists to-day enforces this still more fully (Slide No. 15). What it might become in the future if full advantage were taken of it is shown by the view of the same area as it is proposed to be treated under the "Bolton Beautiful Scheme" (Slide No. 16).



SLIDE No. 17.—THE INNER END OF THE FRESH AIR DUCT.



SLIDE No. 18.—UNDER THE "BOLTON BEAUTIFUL SCHEME" GILNOW ROAD WILL BECOME AN IMPORTANT RADIAL HIGHWAY.



SLIDE No. 19.—THE ORDERED DIGNITY OF MILL ARCHITECTURE (CF. SLIDE No. 43).

This shows one use which can be made of these open spaces which exist in nearly every town, and of which the example we have just given is by no means the only one in Bolton (see Slide No. 54). Another use to which they can be put is of course to provide new main arterial roads leading out into the country which, by this means, can be provided on a scale and with economy which would be quite impossible if we are to stick to the old highways and try to widen and improve them so as to take increased traffic. The accompanying view of Gilnow Road suggests to the mind at once that something of this sort would have been very easy in the case we now have before us.

The instance we have just been considering also brings up the whole subject of parks and recreation grounds. I am dealing with these in a subsequent lecture, but a few words as to their necessity in the well-ordered city, and consequently their inclusion within the scope and influence of Town Planning may not be out of place. There is a saying in America that "the child without a playground is father to the man without a job," and we instinctively feel that there is much truth in it. This means that we must provide a properly regulated and organised playground for every child within, say, about ten minutes' walk of his home and where he can reach it without crossing busy traffic routes if our city plan is to be a perfect one. We shall need other things of the same kind also, such as drill and recreation grounds, open air gymnasias and swimming baths, and, for the sake of the older people, we should certainly have to increase three or four-fold the area devoted in almost any town to parks and boulevards on the one hand and allotments on the other. This all applies with a special force to Bolton, where you have so far all been so busy working long hours—far too long hours—but where you are now coming to see that "all work and no play makes Jack a dull boy," whether Jack be six years old or sixty.

From play we turn to work, and work in Bolton may be divided under two main heads. There is the work of the great cotton and other industries by

which your town gains its wealth, and there is also the industrial element which has developed so far and so well as to make Bolton one of the most desirable shopping towns in the cotton district. In speaking of the first of these, I cannot help interpolating a few words, though perhaps a little out of place, on the success of much of your mill architecture. In a case like that which we have now before you (Slide No. 19), its quiet, orderly dignity is most marked, and still more so in contrast with the more pretentious and more costly but not nearly so satisfactory architecture of your industrial buildings such as those in Bradshawgate or Deansgate. Its superiority is still more evident if we look at the older type. Here is one just off the Chorley Old Road in which the little bit of ornament up the corners giving added strength to them, architecturally speaking, is so well managed as to be quite delightful, both in its treatment and proportions.

The scope of Town Planning in connection with our mills and factories is obviously two-fold in its nature. First of all it is necessary to see that the factories are so placed that they have proper facilities for the collection and distribution of the raw materials and the finished article by means of industrial sidings such as those which supply the Bolton steel works (Slide No. 62), and secondly it is necessary that the Town Planner should endeavour so to place his factories that decent housing accommodation at a reasonable rent will be available round them or at no great distance from them for the sake of all classes of those engaged there.

This again brings us to a point which I have already mentioned in another connection: the housing of the people who are to inhabit the town, which again forms the subject of a separate lecture of this series, but I cannot refrain from adding at the moment that it is not sufficient that this housing problem should be considered from the point of view of the industrial classes only. What I would like to see in the ideal community is a large and spacious area with the factory chimney at one end and the Church spire at the other raising their equally



SLIDE No. 20.—NICELY BALANCED DETAIL IN MILL ARCHITECTURE.



SLIDE No. 21.—HOW THE SITE PLANNING OF A BUILDING MAY MAKE OR MAR IT.



SLIDE No. 22.—A BUILDING WHICH WILL OWE MUCH TO ITS SITE PLANNING.

LECTURE No. II.

graceful forms high above all else as beacons and landmarks, and between them the homes of every class of person interested in both, from the mansion of the general manager to the cottage of the unskilled labourer with every gradation of dwelling between, including the larger cottages of the skilled workers and the villas of the heads of the departments, all living as they work, side by side in happy collaboration and co-partnership of effort, commercial, social, and religious.

A third type of building which the Town Planner can do much for is that included in the general term, "public buildings," and it includes a large number of the most handsome and elaborate structures in every city or town used for religious and secular purposes. Your magnificent Town Hall is an example of such a building, and your equally magnificent Parish Church is another of a totally different type. Each of these, I am sorry to say, loses three-quarters of its architectural and a large amount of its social and sociological value, from the lack of a little town planning. The "Bolton Beautiful Scheme" made many suggestions for removing this reproach, for reproach it undoubtedly is, and I have already referred to the proposed new street between the two buildings, which would do much to harmonize them and to bring them into proper relationship with their setting.

It is not generally realised to what an extent the setting of a building may increase its value from every point of view. I came across an instance of this in connection with my work at Calgary, Alberta, in Canada, which is especially striking and which has opened the eyes of a large number of people in this country to whom I have shown it, to the possibilities to be obtained by the treatment of the surroundings of a building. This is the city library at Calgary, Alberta, which stands in the centre of a large open square known as the Central Park. As will be seen (Slide No. 21), it is an elaborate building, but you have many better ones in Bolton, though it is obvious that you have nothing in Bolton which looks as fine, and why? Simply because you have no building so well set. Most of your best, for reasons quite incomprehensible to me, have been placed on one of your meanest streets. I refer to Mawdsley Street. Try and think what an influence these buildings might have had on your town had they been erected where they could have been seen, and where they would have given dignity and importance to all around them, instead of being shut away where they are. Suppose the County Court, the Technical Schools, the Poor Law Offices and the Mawdsley Street Congregational Church had been grouped gracefully round your Town Hall Square, what a splendid place Bolton would have appeared to everybody who visited your town. I am glad to find that an improvement is about to be effected in this respect round Victoria Square, and to some extent your magnificent Town Hall is to be helped to realise itself and its importance by a proper treatment of its surroundings. This is a subject which I shall have to refer to again in a subsequent lecture, so I will say no more about it now, beyond pointing out how completely this influence of the building on its surroundings, and still more, of the surroundings on the building, is relied upon for the whole effect and motif of the museum, which is the central feature of the scheme for the improvement of the Queen's Park (Slide No. 22).



SLIDE No. 23.—THE SPIRE OF ULM, WHICH IS NOT HIDDEN FROM EVERY POSSIBLE VIEW POINT LIKE THE TOWER OF THE PARISH CHURCH AT BOLTON.

LECTURE No. III.

DOES TOWN PLANNING PAY ?

THOSE of you who have attended the two previous lectures of this series may have noticed that I have dealt with the subjects under discussion in a very broad way, and have only touched on details very lightly at intervals, confining myself, as much as possible, to basic and axiomatic principles which apply equally to almost every town planning problem one may be called upon to solve.

I am conscious that, in doing so, I may have caused a little disappointment for, after all, you are Bolton men and women and I have not moved about among you at intervals throughout several years without having it very strongly impressed upon me that the citizens of your town are intensely patriotic. I am certain, therefore, that you would have in your minds, in attending meetings of this kind, the essentially practical question—What can town planning do for *us* ?

This is a very right and natural point of view and one which I shall endeavour to deal with in this and subsequent lectures, so far as possible in our limited time, but it seemed to me that it was no good taking up the consideration of details until we had a clear idea of the main principles on which the conclusions to be drawn from the detailed cases could be based.

As that versatile writer, Oliver Wendell Holmes says, “ I will tell you what I have found “spoil more good talks than anything else : long arguments on special points between people “who differ on the fundamental principles upon which these points depend. No men can “have satisfactory relations with each other until they have agreed on certain *ultimata* of “belief not to be disturbed in ordinary conversation.” It is because I realise the necessity for these “ *ultimata* of belief ” that I have adopted the course that I have described, for numerous conversations which I have had with one and another of your more prominent citizens have convinced me how very difficult it is for a person who has lived all his life among one set of conditions to imagine them effaced and a new order of things taking their place, even though this new order only comes about gradually. He is continually comparing things as they are, with things as they would be under an altered scheme of development, and, realising the incompatibility of the two, *if they existed side by side*, fails to see that they would not, and therefore calls all our ideas visionary and impossible of realisation.

Here is an instance of the kind of thing I mean. More than one person has said to me, “Even though your schemes for making Bolton a desirable place of residence for leisured “people could be carried out, this would be no good because the leisured people who came “here would have no occupation and no company, as we are all busy people chained to the “counter, the desk or the office chair all day.” The people who use this argument are so blinded by present conditions *as they see them* that they fail utterly to see that the changes necessary to make Bolton attractive to that set of people would remove the first objection, and that their coming would prevent the occurrence of the second.

I could give many other instances of the same unadaptive frame of mind but time forbids. I would only add that I fear that too much attention is being given to facts and figures relating to meteorological and other conditions. While we would hardly be prepared to go so far as the writer I have just quoted and call them “ the brute beasts of the intellectual

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domain," it is as well to remember that most facts have their compensating truths which materially influence any deduction which may be drawn from them. Thus, in relation to our present question, we find that the place which has less sunshine than another usually also has a milder climate more suitable to older people who cannot stand one too bracing, while the bleaker place has moorland air, and so on.

There is one other point which I should like to clear up arising out of this fixity of ideas which I have already mentioned. It seems almost impossible sometimes to get people to see that what we propose is not the immediate and wholesale destruction of your town in order to set up a new order of things as depicted on our plans and described in our town planning reports. When our proposals are published there are never lacking large numbers of persons who immediately jump to the conclusion that it is intended at once to start letting contracts for the demolition of existing streets and buildings and the erection of others to take their place, and they very rightly point out that, if we do this, the rates will go up to twenty shillings in the pound at least. Take an instance in point. In the recent scheme which I had the honour of preparing under the instructions of Sir William Lever, he proposed a new street running from the Town Hall in a westerly direction and curving round to the north to open up a new and valuable route to the Queen's Park, and the attitude of mind generally towards this new road was that it could not possibly be made because valuable property stands in the way which cannot immediately be removed. Now if this were a valid reason against the proposition, no broadly conceived scheme for replanning the built-up portions of a town could ever succeed, nor would it be for a moment entertained by commonsense business men, and the fact that town planning *does* attract such men should be sufficient to show that such is not the case. It is therefore necessary for our subject to-night first of all to clear up this point, otherwise town planning for built-up areas can *never* pay.

Let us take this new road, the proposed site of which is well known, I suppose, to everyone here, as a case in point which will well illustrate the general principle. I grant you at once that it is quite impossible to start blowing up the various buildings *en route* wholesale and clearing a new way through the mass of property with the light-hearted contempt for private interests of an Eastern despot, but this is not necessary. All I propose is that, as the existing property decays (and all property decays sooner or later), advantage should be taken of the fact to buy it up at the site value and retain it until sufficient has been obtained to make it worth while constructing a portion of the route. I am told that one of the factories on the course of the road is already vacant and is being used as a rifle range. If so, this goes to prove what I contend, viz. : that you have only to wait long enough and gradually all the land you want will come into the market and can be bought at site value, and if you proceed wisely you will probably regain all you have spent by the sale of the new frontages thus created.

You at Bolton, under the leadership of your Borough officials and your local architects, have already had such a splendid example worked out among you of the recoupment of expenditure on new frontages and increased rateable value in Bradshawgate that I can speak with greater confidence to you on a subject like this than I could elsewhere. Here, by good management and hearty co-operation between the various parties interested, you have succeeded in carrying out a most magnificent improvement in a manner which has resulted in such an increased rateable value as to pay entirely for the cost of the work. I am indebted



SLIDE NO. 24.—BRADSHAWGATE AS IT WAS. (Drawing by Mr. Thos. E. Smith.)

to Mr. Thos. E. Smith for the use of the two slides which I now show of this, and to which I shall have occasion to refer again (Slides Nos. 24 and 27).

In this other instance which we are dealing with at the present moment, at the back of your Town Hall, you have just one of those places where such a policy would meet with success if anywhere. Anyone who knows the surroundings will be aware that much of the property is already in a decayed state, and that the buildings immediately around the Hall and of which I give you a view are just at their least possible value, and that if the present opportunity is not seized of obtaining those which will be necessary to the scheme, it may throw it back some two or three hundred years.

Here are two other views (Slides Nos. 28 and 29) showing property which has either been actually condemned as uninhabitable or is in process of demolition, and these three slides prove conclusively by the very fact that so much has happened to the neighbourhood since I made the plans showing the roads driven through them, that if you will only seize the opportunity when it comes, you can do practically anything with old property near the centre of a town, and that the idea of running new streets through it, if we are in no hurry for them, and can afford to wait till the property naturally falls into decay and into the market at site value,



SLIDE NO. 25.—THE NEW ROAD TO THE PARK.



SLIDE NO. 26.—THE BACK OF THE TOWN HALL.



SLIDE NO. 27.—BRADSHAWGATE AS IT IS. (Drawing by Mr. Thos. E. Smith.)

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SLIDE No. 28.—CONDEMNED PROPERTY IN HOWELL CROFT NORTH.



SLIDE No. 29.—CONDEMNED AND DEMOLISHED PROPERTY.



SLIDE No. 30.—THE LOUVRE, PARIS.

is not so Utopian as one might suppose. In the present instance, you will see how short a time we have had to wait for this to happen to quite a large block of it, and I sincerely hope that, when this property is rebuilt, it may be rebuilt on such lines as to allow of the improvement which Sir William Lever and I have proposed being carried through as soon as sufficient other property can be bought in a similar manner, even if this is as long as a hundred years hence, which I don't believe for a moment. What I want to make perfectly clear, however, is that, now, without waiting for what will happen in the future, you may do a good deal towards improving Bolton in this most neglected quarter.

From what I have said, you will see that a full understanding of the question before us—Does Town Planning Pay?—depends first and foremost on a clear recognition of the fact that the planning is not intended as a prelude to the spending of a large sum of money *at once* but is merely the laying down of a policy for future fulfilment as and when may be possible and necessary. If we look at things from this point of view, we shall soon begin to have some idea as to the inevitable answer to our question, from many aspects of the case at least. We shall all readily agree that, if we are about to set back the frontage of a street, it is far better, before we do so, to have a clear idea how the setting back will affect every other part of the town, how other improvements to be undertaken later will, or ought to, affect the work we have in hand, and in short to do our one little bit of work, not as though it were the last and the only piece of town improvement which would ever be undertaken, but as a part of a large and well-thought-out plan which we know must materialise some day in some form or other, and which we are anxious should be done the best possible way for the least possible cost.

Only so can town planning pay. It must be looked at as something which is inevitable if we are to be businesslike and conduct the affairs of the town with the same concern for true economy which you men of Bolton have abundantly shown you can

put into your own affairs. Does it not seem strange that you, who would not so much as drive a nail into the wall of your office without stopping to consider whether there was a gas pipe in the plaster at that particular point, will still vote for an improvement which ought to be part of a large scheme covering the whole of your town without any thought as to what is to come next. Town planning which, after all, is rightly only looking forward a little to the future, would insure that all you do is on the right lines and that when you come to do a second piece of work you will not find that it will not fit in with the first. Looked at in this light, it is certainly a paying proposition.

Yes! I can imagine someone saying, "We are with you when you plead for the correlation of public utilities and improvements of that kind, but does not the average town planning scheme go much further than this and concern itself to a very large extent with the creation of a beautiful exterior to the town which, however nice it would be when completed, would cost a great deal of money and bring in very little return for it?"

Well, I think the latter part of the above question rather begs the whole case. Is there not such a thing as "the utility of beauty?" In a previous lecture, I endeavoured to show you, by means of a view of a very beautiful sailing boat, that utility, if it is only sincere and efficient enough, may make for beauty, and now I would ask you—Is not the converse equally true? If there is a *beauty of utility* does it not almost necessarily follow that there should be, as I have said, a *utility of beauty*? Of course there is, or why do you business men spend money on beauty or, as you call it, "attractiveness." You spend money on giving as artistic a presentment as you can to your catalogues, your show-boards and your places of business generally because you know that money wisely so spent is not wasted even though it brings in no direct dividend, and in the affairs of the town we have an exactly parallel case.

In this connection I believe I have already referred to the case of Paris which has spent so many



SLIDE No. 31.—THE APPROACH TO YOUR FINE TOWN HALL FROM BRADSHAWGATE.



SLIDE No. 32.—THE SOUTH PORTION OF VICTORIA SQUARE, BOLTON.

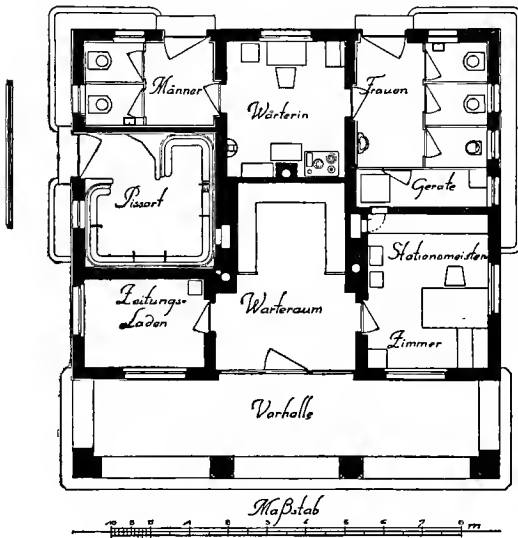


SLIDE No. 33.—MISCELLANEOUS ERECTIONS WHICH SHOULD BE COMBINED IN ONE ARTISTIC BUILDING.

LECTURE No. III.



SLIDE No. 34.—COMBINED CONVENIENCE, TRAM OFFICES AND WAITING ROOMS.



SLIDE No. 35.—PLAN OF BUILDING SHOWN IN SLIDE No. 34.



SLIDE No. 36.—COMBINED TELEPHONE KIOSK, TRAM WAITING ROOMS AND CONVENIENCE.

thousands of pounds on sheer beautification and whose inhabitants were short-sighted enough to banish the creator of all this beauty. That the expenditure was justified, even when viewed from the standpoint of the most sordid commercialism we all know, for Paris to-day reaps, it is estimated, more than 100% on the outlay in added prosperity due to the influx of visitors, quite apart from added health and pleasure and the heightened civic pride which must result and which is such an asset to any town.

If you do not believe in the utility of beauty, why have you spent money on the laying out of your Queen's Park and the planting of many of your suburban streets with trees? Whether you realise it or not, you have already proved that you have at least a sub-conscious appreciation of it, and this being so, the real question is—How much beauty and of what kinds can be made to pay? Here is a slide which shows that you do not think that much of it can! (Slide No. 31). But is not this very short-sighted? You spend, quite rightly, a large sum of money on a Town Hall which shall give dignity to your town and adequately express the strength of your civic spirit, and then you lead up to it by an approach like this and so destroy at least half of what I may call its "psychic" effect. Is this business-like? Is it the way you conduct your own businesses? and—If you did so conduct them, would you expect them to pay? No! Nor will those who visit your town be impressed either with your long-headedness or your courage when they see how the money you have spent is wasted for the sake of a few additional pounds to complete the work and enable you to obtain the greatest effect from it. I do not think that, if I searched the whole of your town, or indeed, of many other towns, I could find a better illustration of the way in which money is wasted for the want of a little town planning or a better answer to the question we are considering—Does Town Planning Pay?

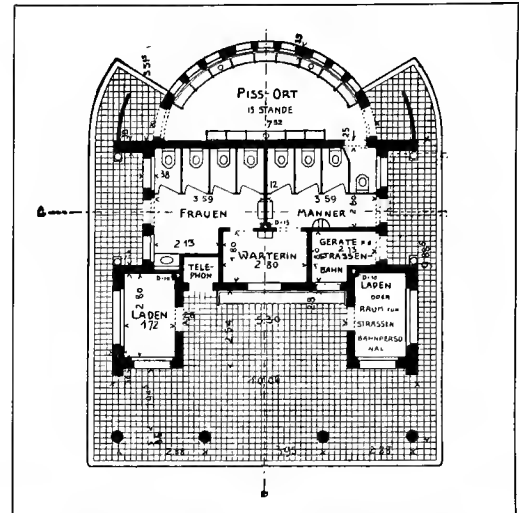
I know that it is difficult to estimate the effect which one improvement has on another, indeed it is the most difficult as well as the most essential accom-

plishment of the town planner, but could you do this, I assure you you would be amazed, as I was when first I studied the planning of Bolton, that you could have for so long left what, to the stranger, unused to prevailing conditions, seems a dreadfully short-sighted neglect of obvious opportunities.

It is not merely the approach which is bad, or even this approach only, though, naturally, I have chosen the worst for the subject of my lantern slide. Let us proceed a few yards through the archway and see if matters are any better (Slide No. 32). Far from being better, could anything be much worse? Nor are matters much improved if we proceed more to the right (Slide No. 33), for then we take in a miscellaneous collection of features and erections which the least responsive to artistic influences would agree ought to be cleared away at once. Here the plea of expense will not hold water for an instant. To combine the telephone kiosks, the approaches to the underground conveniences and the lighting arrangements in one well-designed and well-proportioned building would have cost nothing and might even have been cheaper than the present erections, and would have done away with a perpetual annual charge on painting the ugly ironwork. Anyway, it would have cost nothing to have placed the lamp-post on the axial line of the Town Hall instead of most irritatingly just off it in such a manner as almost to suggest that it has been done on purpose with the idea of creating a sense of aggravation in the minds of all beholders.

Here are two examples of street erections which will show very much the kind of building in which I would have collected the various public services at present so expensively and very unsatisfactorily housed in the centre of the most important part of your town. Neither is exactly suitable, especially in their architectural treatment, but both are nearly enough so to show what I mean (Slides Nos. 34 and 36).

Finally, and before we leave for the present the subject of the Town Hall and its surroundings, I give one other slide which shows the same side of the square without these aggravating features in the



SLIDE No. 37.—PLAN OF BUILDING SHOWN IN SLIDE No. 36.



SLIDE No. 38.—THE NORTHERN HALF OF VICTORIA SQUARE.



SLIDE No. 39.—EFFECT OF CONTRASTING VERTICAL AND HORIZONTAL LINES IN STREET ARCHITECTURE.

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SLIDE No. 40.—DISASTROUS RESULT OF COMPETING EFFECTS IN STREET ARCHITECTURE.



SLIDE No. 41.—DIGNITY OBTAINED WITHOUT ORNAMENT IN PARIS.



SLIDE No. 42.—L'AVENUE DE L'OPERA, PARIS.

foreground. The point on Town Planning which is most forcibly impressed upon one as one looks at these slides is the tremendous contrast between the exceptionally massive and dignified buildings on the left-hand side and the collection of tumble-down and disreputable cottages which surround it. Frankly I am completely puzzled as to how it has come about that the state of things here depicted exists to-day. It is a most *extraordinary* thing that you have put all your finest buildings on to a mean and narrow street running parallel to that which passes through the Victoria Square and also Bradshawgate. It is really difficult to understand how it is you could do this when your buildings on which you have spent obviously very large sums of money would undoubtedly be worth twice as much if placed on the fine sites you have round your Town Hall and where it would appear to be evident to the meanest intellect that the money spent on a better site would be refunded over and over again in greater rental value.

Before leaving this slide (No. 38) there is another point to which I should like to draw attention and that is the higgledy-piggledy skyline of this cottage property and the disagreeable contrast it is to the level lines and dignified architecture of the Town Hall. This brings up another point. When, and I hope before long, this property all comes to be rebuilt, there is no doubt that you ought to have a proper scheme drawn out for the whole of it at once, however little you attempt at a time, so that the same continuity of effort and dignity may be apparent in the finished results that there is in the Town Hall itself. Not only does every part of each façade facing on the Town Hall need designing as a whole and in proper relationship to its surroundings, but with a proper sense of weight and mass in relation to the Town Hall and in relation to the open ground between them.

In looking round Bolton to try and find some example which will show what I mean, I have come across the accompanying instance (Slide No. 39) which, though not at all a perfect one, shows clearly one very important point in relation to the designing

of such a façade. What I mean is this. The Chapel seen on this slide owes a great deal of its effect to the very plainness of the buildings on either side of it and would be hindered and not helped had more elaborate and attractive buildings been built close up to it. While the property here depicted is of a very commonplace character and might well be improved, it possesses strongly marked horizontal lines which, by their perspective, lead the eye up to the dominating architectural feature in the street, and this brings out a very important point in the planning of façades as a whole. This is that one should always concentrate one's interest and subdue the mass, so that the eye is attracted up to the main point of interest by the levelled lines of the rest of the façade instead of each portion of the façade calling out for admiration in competition with its neighbours. I would again repeat that this is by no means a perfect example of what I propose, but it is good enough to point the lesson which I sincerely hope will be followed in the laying out of the property round the Victoria Square when this comes to be done.

Turning round and looking the opposite way along the same street we have another interesting view which teaches just the opposite lesson. Here we have far too much ornament. We have two towers which, architecturally speaking, destroy each other, and this has a direct bearing on our subject this evening because it shows that it is quite easy to spend too much money and to have too much ornament. If either of these two towers had been removed and the other left, the street would be improved, and if the remaining tower were that of St. George's Church the improvement would be very marked. This is another example of helping town planning to pay, because as we have seen, it would lead to economy of money spent on ornament, a point which is not often recognized. It is supposed that the more ornament the Town Planner can thrust into his scheme the more he will be pleased and the better result he would expect to get. Far from this, he would save money by making the very most of a very little ornament. Here are



SLIDE No. 43.—EFFECT LOST THROUGH TOO MUCH ORNAMENT IN BRADSHAWGATE (CF. SLIDE No. 19).



SLIDE No. 44.—FACTORIES RENDERED IMPOSING BY THEIR PLACING AND SURROUNDINGS.



SLIDE No. 45.—TOWN PLANNING WHICH PAYS BY GIVING ADDED EFFECT WITHOUT EXPENSIVE ORNAMENT.

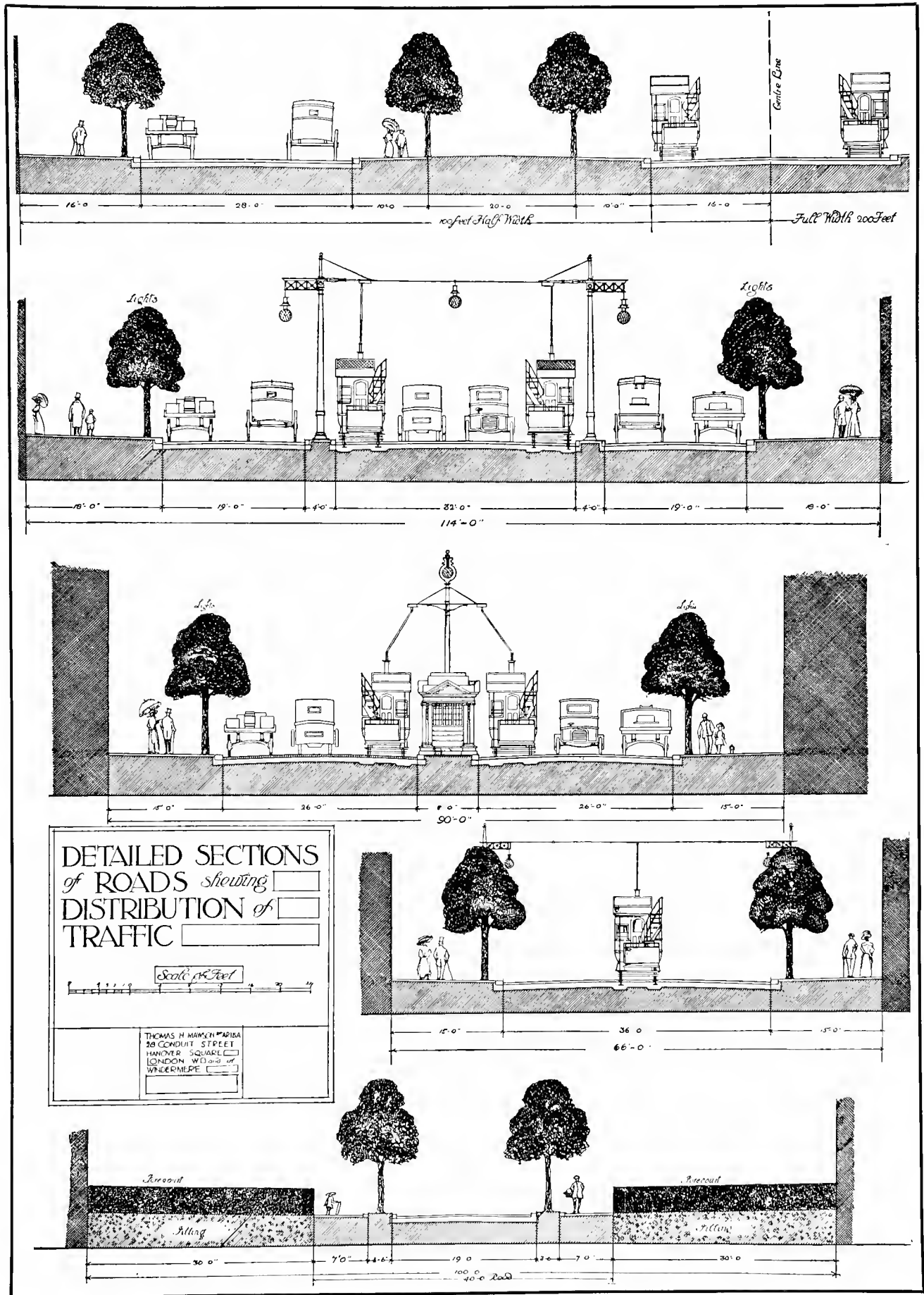
LECTURE No. III.

two views of Paris (Slides Nos. 41 and 42) which show very clearly what I mean. The lower one especially shows what you will recognise as one of the finest avenues in that magnificently planned city, and yet when you come to examine the details carefully, you will find that the buildings on either side of it are treated in a practical commonsense manner with very little attempt at ornament, and that it is by the treatment of their main lines in mass and not as our English individualistic lines that such a magnificent effect is obtained. Now let us return to the slide showing Bradshawgate as it is to-day. Here you have quite a different state of things. Would not Town Planning have paid here, if the levelled lines and carefully proportioned spaces of the first building to be erected had been allowed to set the scale for the rest and had they all been planned in a less expensive manner to form a more chaste and classically proportioned whole?

From what I have so far said it will be evident that my answer to the question—Does Town Planning Pay?—depends upon the fact that it takes the work of town development out of the hands of the individual who is mortal and whose sphere of influence is very limited and places it in the hands of a corporation which, as a corporation, is immortal and which consequently has an almost unlimited sphere of influence if only given time in which to meet financial demands. Let me put it another way. The individual may go on spending a sum of, say, £10 every year for twenty years on the accomplishment of a given project, and at the end of that period he may die and leave nothing behind for his creditors but an accumulation of half-fulfilled hopes of which his decease has rendered the realisation impossible. A corporation, on the other hand, may go on spending the same small sum every year with the knowledge that, however long the work takes to finish, some day it will be completed, if only because each succeeding generation is committed to a certain extent to the carrying out of the policy and the liquidation of the honourable obligations of preceding ones.

You will further notice that there are two main ways in which this works. One is by the correlation of the various parts of a plan of a town so that each helps the other, and the other is by economy of effort and especially economy of ornament. As an instance of the first of these two, I do not think I can do better than by showing you an instance of this correlation of parts which has happened accidentally in Bolton with magnificent results. Here you have a scene on the slopes of one of the bluffs which border the flat land on either side of the river (Slide No. 44), and in the distance, poised in a magnificent manner above the valley and above the trees, you have a collection of factory buildings which, at this distance and from this point of view, forms an exceedingly handsome pile of buildings. Nothing could be finer in its way or more imposing, and it only needs the added glamour of romance which clings about old buildings to make this scene one which should be known throughout the land if the building in it had been anything but a factory. The point I want specially to bring out in this case is the way in which the architecture and the natural scenery thrown into juxtaposition help one another. In this instance the mutual effect is of course accidental; but it is, as I have said, one of the two great means by which the Town Planner can economise by placing his various features in such mutual relationship that they give each other added value without added expense.

I am particularly pleased to come across this splendid example illustrating this side of my subject at Bolton, because in a place which has obtained so little benefit from conscious town planning, it is difficult to find instances which shall be really telling, and one could not hope



SLIDE No. 46.—TOWN PLANNING THAT PAYS BY THE ARRANGEMENT OF STREET WIDTHS ON A PROPER BASIS OF TRAFFIC UNITS.

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for a better one than this. It is, however, the only one which I have been able to find, whereas, to illustrate the other side of the question, one has only to go to any factory or warehouse in the neighbourhood, as I have already said.

But, this correlation of parts is not only valuable when it produces a purely æsthetic result, as in the case just considered. It is even more valuable when its results are first of all practical and then æsthetic with that purest of all forms of æstheticism which results from the satisfaction of practical needs. We all know how ugly a cul-de-sac is, and its ugliness simply results from its impracticability. If, therefore, the Town Planner removes culs-de-sac, straightens out awkward dog-leg corners in the streets, removes blind turnings, and replaces a dangerous, wriggling street line with a flowing curve by arranging and correlating and planning in advance, the result must, it is obvious, be a saving in every possible way. This matter will be more fully treated in my next lecture, and, in a subsequent lecture, I shall deal very fully indeed with the way in which the solution of your housing problems may be made to pay, not only to “pay its way” in the usual acceptance of that expression, but also to pay because better housing conditions make for better health and greater efficiency on behalf of the workman.

There is but one stock reply, so far as my experience goes, to the argument that Town Planning will pay, and that is the parrot-cry, “Too late, too late,” and this one hears sadly too often. Needless to say, there is no truth in it. While it may be too late to undo much of the mischief which has been done, there is no urban district in any part of the world which does not undergo a certain amount of change from time to time, and the function of the town planner is to see that when these changes come, they are made in the right direction, and particularly they are so made that they will allow of further and greater improvements at some future date, so that everywhere, even in the least progressive community, there can be no excuse for not having ready for adoption as opportunity offers, a proper town planning scheme, which, while it shows evidence of the possession of a broad outlook, coupled with imaginative qualities on the part of its designer, bears at the same time evidence in every part of the exercise of a practical common sense and a realisation not only of the difficulties of the case, but of the needs to be met, and, what is more important still, the particular genius of the class of people who are to inhabit the place under review.

* * * * *

So far I have endeavoured to treat of the question—Does Town Planning Pay?—purely from the local standpoint and entirely as the question applies to Bolton itself. While I am sure that you will agree that this is the right policy to adopt, I feel also that I ought not to close without a very short statement which will reduce the matter to its simplest terms and in a manner which is applicable anywhere. I would add, therefore, that :—

Town planning will pay because it will result in your town’s developments being arranged on the basis of a proper traffic unit (Slide No. 46).

All who have given the subject serious attention are agreed that the uniform widths prescribed under the model bye-laws are a mistake. Thus, in actual practice, we would allow narrower roads in residential districts, where the traffic is light, and use the money thus saved to provide spacious traffic routes and streets of ample width in the shopping and commercial districts.

Narrow streets, where the traffic is light, do not matter if the building lines on either side are well set back to allow ample air space.

Town planning will pay by providing directness and compactness and the highest degree of convenience, thus reducing to a minimum the wastage of time and energy.

This is true in two ways. It will place every commercial interest in proper juxtaposition with every other and thus prevent loss of time and money and needless running to and fro, and it will also result in economy of ornament and in the attainment of the very best of which the materials available are capable. Thus, in the accompanying illustration (Slide No. 45), there is nothing which may not be found in any good urban district, plain façades and common trees and the whole of the exceptionally fine effect is obtained by arrangement in advance, or as we call it, town planning, without any added expense except a little supervision.

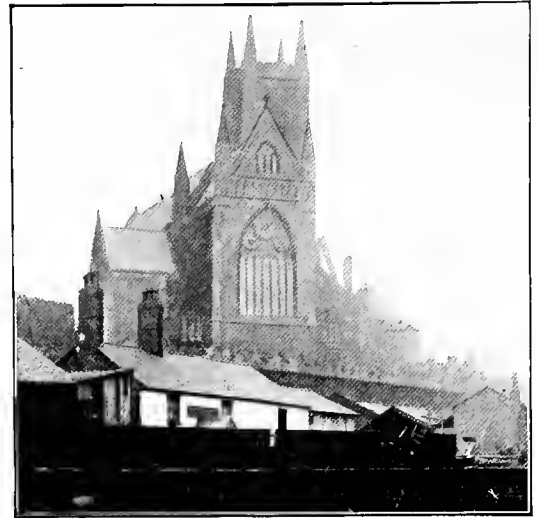
Town planning will pay by arranging in advance the location of every municipal or public building. Thus in the case of schools the site can often be bought at little more than agricultural value, and before it is built upon. Compare this with the usual practice under which it is first of all built over, and then all the buildings have to be paid for heavily and pulled down to make room for the school, and often hardly a square yard can be spared for playgrounds. The same remarks apply to every other form of public building, as well as a number of a semi-public nature such as banks, churches, theatres, etc.

Town planning will pay because, from beginning to end, it is nothing more or less than the adoption of the "ONCE FOR ALL" policy, and so avoids the constant reconstruction which goes on continuously in every town and which is responsible for so large a proportion of public expenditure.

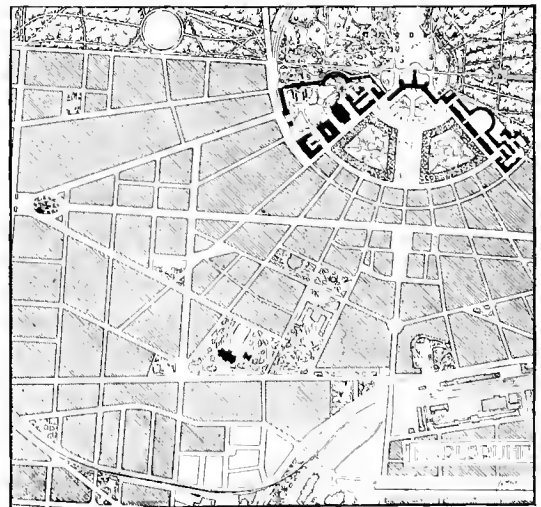
Here is the plan of a town (Karlsruhe) which has been planned at the beginning, once for all, and which has not had to spend thousands of pounds pulling down property which never ought to have been built (Slide No. 48).

Town planning will pay because it searches out, and makes the most of, every fine feature the town may possess.

Thus your exceptionally fine Parish Church (Slide No. 47), instead of being hidden from every possible point of view from which it can be hidden, and being surrounded by mean disfigurements in all others, would become the focus up to which



SLIDE No. 47.—THE SURROUNDINGS OF YOUR PARISH CHURCH. COMPARE WITH SLIDE No. 23.



SLIDE No. 48.—KARLSRUHE—A TOWN PLANNED ONCE FOR ALL ON THE BEST LINES.

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everything would lead, like the church at Ulm, of which I give a view (Slide No. 23), or the Palace, which is the centre of everything in the plan of Karlsruhe (Slide No. 48).

Town planning will pay because it gives, or ought to give, to the Town Council, control of such features as building lines, skyline and alignment.

If within the central area of the town control is exercised over the elevations of all buildings facing on public places, you will assuredly, in process of time, attain to a more sober architectural expression. Thus you might even realise a street which would be as fine as Regent Street, London, was ten years ago, and that at two-thirds of the cost of Deansgate, Bolton.

Town planning will pay because under it you will be able to obtain a complete and properly arranged and correlated park system at very much less cost than it has been possible to form the somewhat expensive and unsatisfactory arrangement you have at present. This I hope to deal with much more fully in the lecture after my next.

Town planning will pay because a town laid out on efficient and orderly lines tends to give efficiency and orderliness to the activities of its citizens.

The authors of the Port Sunlight scheme have proved this over and over again, and, in fact, are so convinced of it that they look upon the money spent on it as a business investment.

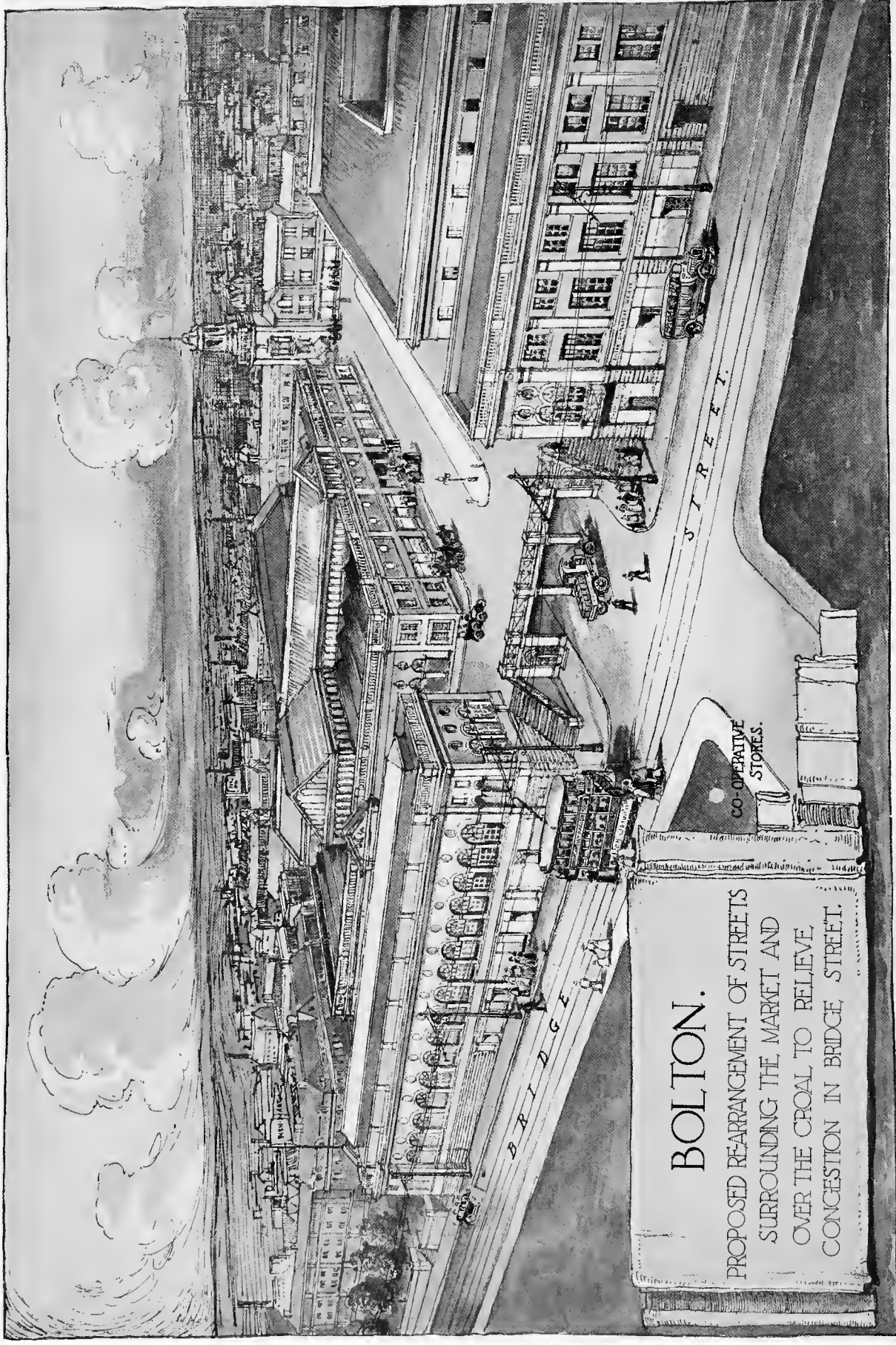
Town planning will pay because a spacious existence under beautiful and hygienic conditions tends to foster inventive and artistic genius. Thus, from town planning might spring something so apparently remote from it as a new era in the design of printed calicoes or the spinning of fine counts.

Town planning will pay because it will prevent the spending of money on useless ornament.

How much of the futile ornament in Victoria Square, such as the purposeless scroll work on the electric tram standards or the crenulated ridging on the telephone kiosks would you exchange for one really good piece of sculpture?

But town planning will never pay so long as we never look ahead and provide to-day for the needs of to-morrow, and in this and other ways attain to a better standard of values.

Finally: How much would you spend to win the Association Cup which you would hold only for a year? And—How much would you spend on a great work of art for your town which would remain and be an inspiration for ever?



BOLTON.

PROPOSED REARRANGEMENT OF STREETS
SURROUNDING THE MARKET AND
OVER THE CROAL TO RELIEVE
CONGESTION IN BRIDGE STREET.

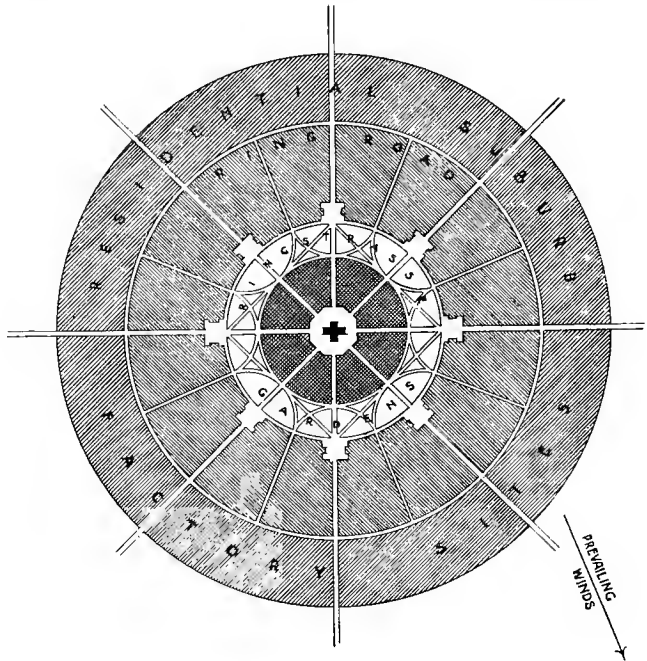
CO-OPERATIVE
STORES.

SLIDE No. 49.—AN OLD SCHEME IN A NEW DRESS.

LECTURE No. IV.

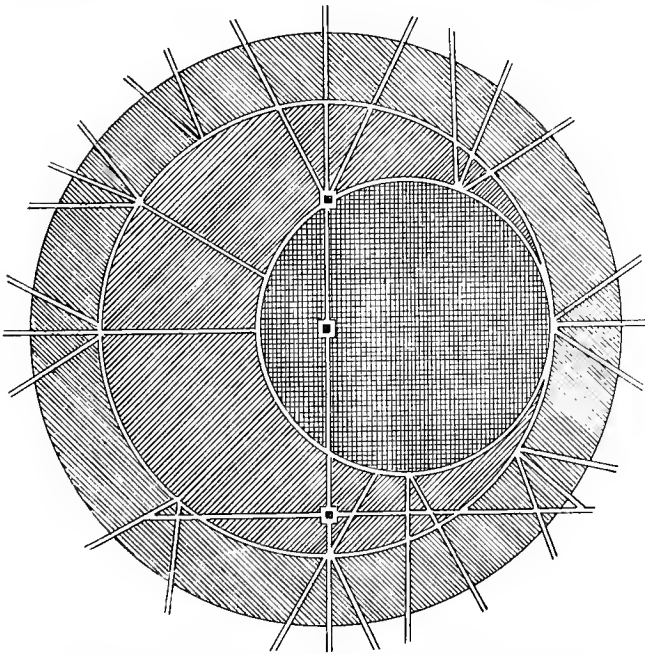
BOLTON AND SCIENTIFIC TRAFFIC CONTROL

I THINK I have prefaced most of my lectures at Bolton with a short statement of the extreme importance of the particular branch of Town Planning under consideration, and notwithstanding the danger of repeating this method of opening until it becomes a little monotonous, I cannot forbear doing so once more, for to-night we have reached what is probably the paramount subject of all, that of scientific traffic control. I call it the paramount subject because without proper traffic, the city, town or village cannot live. If its streets, the lanes and the buildings comprise its body corporate, it is just as dead without its traffic as the human body corporate would be without the life-giving fluid which circulates in its veins. Traffic is to the town what the pulse is to the body, and only by its aid can it continue to grow and prosper or even to exist.



SLIDE No. 50.—DIAGRAM ILLUSTRATING A TOWN'S TRAFFIC REQUIREMENTS.

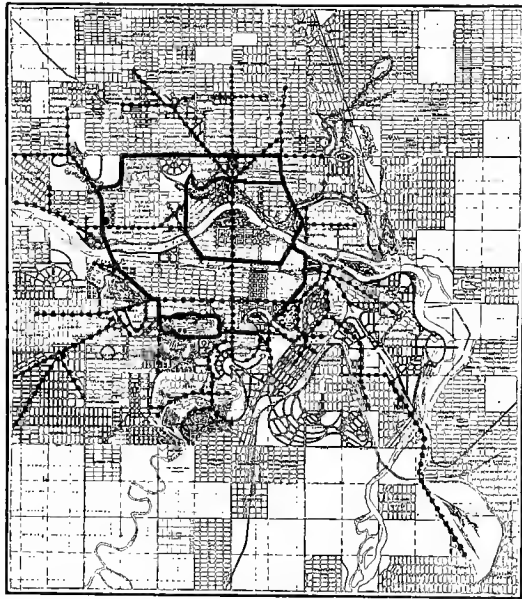
Now, before proceeding to talk about Bolton and its particular traffic problems, it is necessary to say a little about the general scientific aspect of the subject as applied to any city, and more or less in the abstract. Most people are aware that the scientific study of traffic is being taken up by all large municipalities both in this country and on the Continent, and particularly in America, but they have very little idea as to how it is conducted, and therefore I think I cannot do better than show you a little diagram which puts the whole thing into a nutshell and will enable us to grasp the outline of this most important matter before proceeding further.



SLIDE No. 51.—SHOWING SLIDE No. 52 REDUCED TO DIAGRAMMATIC FORM.

Here it is (Slide No. 50), and it represents what I may call an "ideal" traffic plan for a city reduced to its simplest elements. Please do not mistake me, I should never think of designing any city or town on such extremely conventional lines,

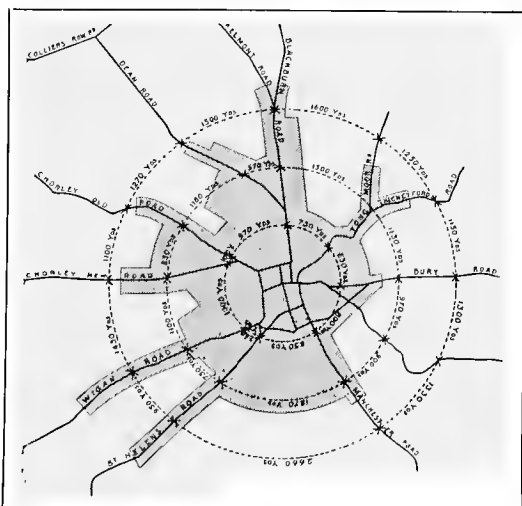
LECTURE No. IV.



SLIDE No. 52.—TRAFFIC SCHEME FOR THE CITY OF CALGARY, ALBERTA.



SLIDE No. 53.—ONE OF BOLTON'S FINE RADIAL ARTERIES.



SLIDE No. 54.—PLAN SHOWING LACK OF GYRATORY TRAFFIC ROUTES IN BOLTON (cf. SLIDE No. 14).

and in fact it would be impossible to do so on any but a perfectly flat site, and even then the plan which we are now looking at would be perfectly useless for such a purpose because it considers nothing but traffic, the one point under review. It is drawn like this merely for the sake of clearness.

In the centre we have the Town Hall Square, with the Town Hall a black dot in the middle of it. Round that we have a closely hatched area which represents the busy commercial centre of the city, and round about that again we have a second ring representing gardens, the purpose of which we shall see when we come to consider the traffic problems. Outside these, we have two further rings, the inner of which consists of the smaller business centres and so on, and the outer of either residential suburbs or factory sites. In passing, I may remark that the arrow at the bottom right-hand corner showing which way the wind more usually blows indicates why the factories have been placed on that side of the town, and the residential suburbs on the other.

Now as to the meaning of the diagram. In order to make this clear it is necessary first to explain that careful observation of a large number of cases has proved that approximately three-quarters of the city's traffic proceeds to and from its centre, and the other quarter revolves round that centre. In order, therefore, to give the traffic its most direct route, it is necessary to have a number of roads radiating from the centre to carry three-quarters of it and further roads circling round the centre for the remaining fourth. For convenience we call the first of these radial roads and the others gyratory roads, and you will see that they are so arranged on the diagram we are considering.

I said that three-quarters of the city's traffic proceeds to and from the centre, but this does not mean that it actually goes to the central square in which we see the Town Hall, or that it proceeds right away out to the very suburbs of the city. This supposition would of course be absurd. Most of it proceeds so far towards the centre and then either stops or goes to right or left of it. Now we see the purpose of the belt of gardens round the closely

built-up centre of the town, which are marked "ringstrasse gardens" on the diagram. They not only allow of a large number of interlacing roads which enable the traffic proceeding inwards to reach its destination without crowding up the central square, but they do so in a manner which will enable the drivers to see round the corners and what is coming on cross roads in a way they could not were these interlacing streets placed in a fully built-up area.

Now let us see how this idea of radial and gyratory roads may be applied to an existing city. Here is a plan of the City of Calgary, for which I prepared a Town Planning scheme and which deals with this particular point (Slide No. 52). On it you will see sundry strongly marked lines. The dotted lines show the radial roads and the thick the gyratory ones. The thought that will first strike you on looking at the plan is that in practice there is hardly any resemblance to be found between the systematic diagram which we have just been looking at and the actual roads as laid out, but in this instance we were dealing with a city already very largely built-up on the American square block method, which made the application of a proper scientific traffic scheme almost impossible, and the result is of the nature of a compromise, and thus probably all the more instructive.

Let us, however, see how this traffic scheme for the City of Calgary appears when reduced to diagrammatic form to match the first diagram we looked at (Slide No 51). As you will see, the nature of the case has prevented the ringstrasse gardens, which form such a useful and prominent feature in the previous diagram, and circumstances have also compelled us to omit nearly all the radial roads inside the outer gyratory route and to run a number of small radials from the course of that route to the newly-developed areas rapidly growing up beyond it. These two diagrams are very useful as illustrating the difference between the ideal one would wish for and the practical which is all one can attain. I think, however, it shows very clearly that a great deal can be done to improve existing conditions even in a fully built-up town like Bolton. It shows also very clearly that it is no good trying to impose an ideal arrangement on to any city or town.

Before venturing to propose anything in the way of traffic improvements for any place however small, long and careful study of the town and its needs and its existing facilities as well as its defects is absolutely necessary, and I may here say that the plans and other details containing suggestions for Bolton which I am putting before you this evening have been drawn with what care and attention to these details is possible in the very limited time at my disposal, and that, were they to be carried out, they would need a great deal of careful revision in many respects before they could be considered at all perfect.

The first thing which strikes one on coming to consider the traffic problems of Bolton, is that your town is most remarkably well served by the great radial arteries which stretch out into the country on all sides of it. This slide now on the screen shows one of them, which is a very good example of the bulk. While much remains to be done in this direction and, in fact, much is being done at the present time by your Borough Officials, you are particularly fortunate in this respect; but, strange to say, while you are being so well provided with radial roads, very little has been done to give you the equally necessary gyratory routes to enable traffic proceeding from a point on one side of your town to one on the other side to avoid the congested centre. Here is a slide from a drawing very kindly placed at my disposal by Mr. Morgan, your Borough Engineer, which illustrates this point very well (Slide No. 54). As you will see, circles are drawn at distances of half a mile, a mile, and a mile and a half from

LECTURE No. IV.

the Town Hall and the points where these circles cut your great radial roads are clearly marked. The distances are also given between these various points, and a glance at the plan will show that, unless the traffic is to be lost in a maze of small streets in its endeavour to reach any one of the marked points from any other it will have to proceed at least three times the distance that would be necessary were there gyratory roads between these points. Nothing could be clearer, and nothing could show more convincingly the utter lack of gyratory routes throughout your town.

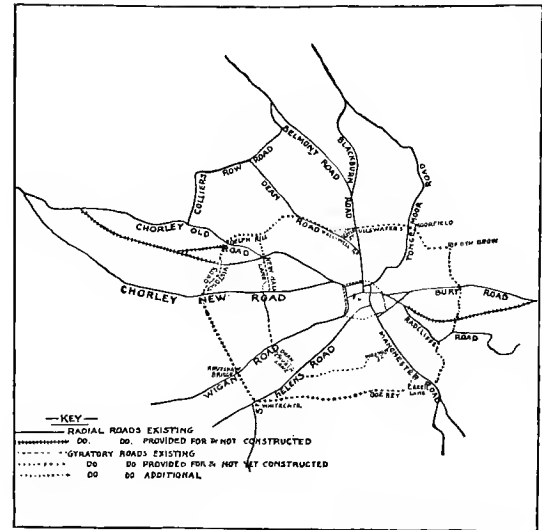


SLIDE No. 55.—PLAN OF NEW TRAFFIC ROUTES FOR BOLTON, AS PROPOSED BY MR. E. LI. MORGAN, A.M.Inst.C.E.

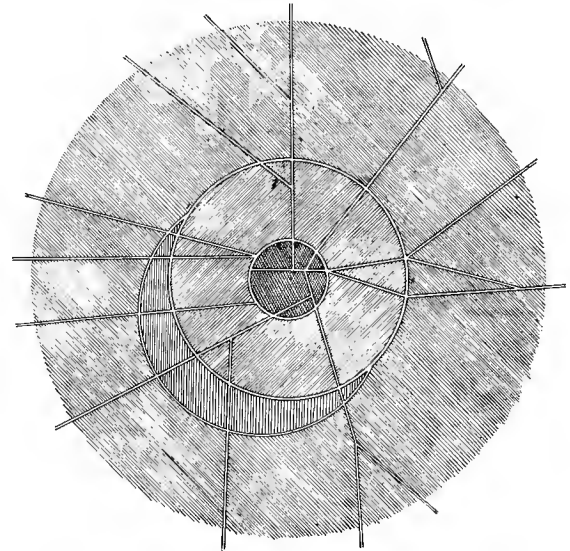
I have, however, other and abundant evidence that your officials have tackled this question of traffic in a very thorough-going manner. I am allowed to reproduce on the screen (Slide No. 55) a large and most carefully drawn plan which they have prepared and which shows a number of new roads which Mr. Morgan has in mind for construction as opportunity may offer, the main object of which is to side-track the heavy through traffic which need never come near the congested centre of your town if only some means is provided for

allowing it to go round and thus save much expense in street widening. I think, however, in justice to its author, I ought to explain that this is not intended as a town traffic scheme in the sense on which I have been speaking of such a scheme. It aims merely at the release of the centre of your town from one form of heavy traffic, that which is going *through* and not stopping in Bolton, but nevertheless it would need very little alteration indeed to make it quite fall in with such a scheme.

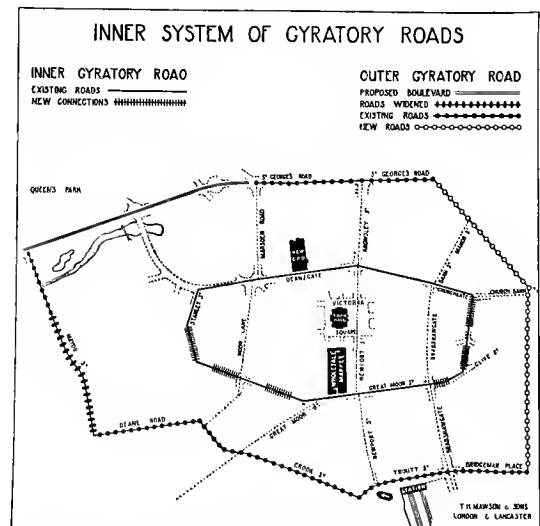
Without any idea of finality and merely to show that this is so, I have prepared a very rough diagram incorporating with the proposed new roads and the existing roads a few others I have ventured to suggest and which together would no doubt, when fully and carefully surveyed, make a very good scheme indeed. Some of the roads, and particularly those for which I am responsible, would be difficult to realise on account of gradients and other obstructions, but none of them are impossible and the importance of completing both the radial and gyratory systems would justify their construction even at considerable additional expense. The radial roads are nearly all in existence, but a few—those which are specially marked—are included in Mr. Morgan's scheme which you saw on the screen a few moments ago. The gyratory roads on the other hand are only partly existing, say, roughly about half of them, and the remainder are proposed either by your engineer or myself. Those which form part of Mr. Morgan's scheme are marked by a series of dotted crosses and those I have proposed by circular dots. If we consider this diagram a little more carefully we shall see that the radial roads resolve themselves into groups. Thus there are what I might call the Chorley group, the St. Helens group, the Manchester group, the Bury group, and the Blackburn group of roads. Turning now to the gyratory roads, we have two complete circles—an inner and an outer and a part of a third, and in this respect your town is like Calgary, of which we were speaking about a few minutes ago. It will be interesting to see how a systematic diagram of your town would look in comparison with those we saw



SLIDE No. 56.—THE OUTLINES OF A TRAFFIC SCHEME FOR BOLTON.



SLIDE No. 57.—SYSTEMATIC TRAFFIC DIAGRAM FOR BOLTON.



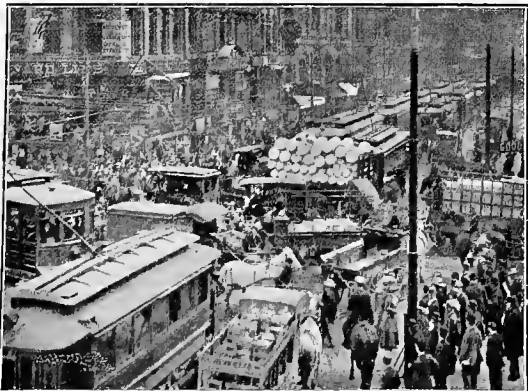
SLIDE No. 58.—SYSTEMATIC TRAFFIC DIAGRAM FOR CENTRAL BOLTON.



SLIDE No. 59.—THE SITE OF ONE OF THE MOST URGENTLY NEEDED NEW TRAFFIC ARTERIES FOR BOLTON.



SLIDE No. 60.—SHOWS THAT THE CONSTRUCTION OF THE TRAFFIC ROUTE SHOWN IN SLIDE No. 59 WOULD NOT CAUSE THE REMOVAL OF A SINGLE IMPORTANT BUILDING.



SLIDE No. 61.—A TRAFFIC BLOCK IN CHICAGO.

for the City of Calgary (Slide No. 52) and the ideal one which was one of the first slides I showed you (Slide No. 50) if this scheme is carried out, as I hope it will be some day. Here it is (Slide No. 57), and you will be gratified to see that it is a far better one than the best it was ever possible to provide in the other instance I have just mentioned. Its great weakness lies in the way the radial roads join up in the centre, and I suppose a diagram is hardly necessary to remind you what a very awkward route any vehicle proceeding from the Manchester Road to the Chorley Roads has to take through the centre of your town, first along Bradshawgate and to the left along Deansgate, then again to the right along Marsden Road, and finally again to the left along St. George's Road, before reaching those exceptionally fine radials the Chorley Old Road and the Chorley New Road.

Even in the very centre of your town, I would not despair by any means of doing something to improve the existing conditions. To show what I mean, I have prepared the diagrammatic plan which is now on the screen (Slide No. 58). It shows two gyratory circles round the centre of Bolton, the new streets necessary to complete which are very clearly indicated. As will be seen, only very short new connections are required here and there to make the inner circle, while not a single building of any importance will have to come down to make the outer one, although nowhere are we more than, say, a quarter of a mile from your Town Hall. This is rather remarkable, and the strongest possible argument for putting the work in hand as soon as finance will permit. The next two slides (Nos. 59 and 60) show the course of the longest stretch of road necessary along the east side of the outer gyratory route where there is at present a rough track. Briefly, the proposal here is to continue River Street as far as the bottom of Church Bank, where already three roads meet and from here to run a new street, through property so deplorable that it must come down in the course of the next ten or twenty years, in a straight line to the junction of St. George's Street and All Saints' Street, skirting All Saints' Church

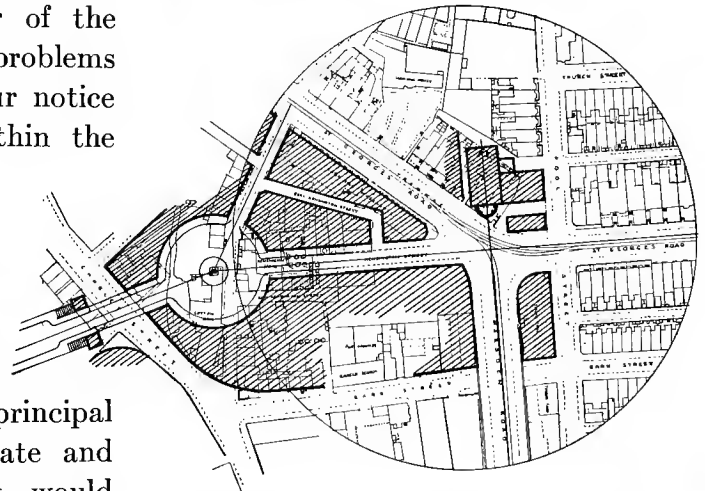
on the way. This would do something, at comparatively little cost, to solve your traffic problems, which, in the case of your town, to even a greater extent than in many other old cities and towns, are most acute at the congested centre.

Much as I should like to use the splendid statistical data with which your Engineer has so kindly provided me, and much as I should have liked to have considered the disposition and future development of your railway services, your tram services and the question of the development of goods delivery services, either on the surface tram lines already existing or by means of shallow subways, there is no time for this, and if I am to deal at all adequately with one part of this great subject I must confine myself for the remainder of the evening almost exclusively to the great problems which this diagram so forcibly brings to our notice in the central area roughly comprised within the old borough of Bolton.

Before doing so, however, I would like to draw your attention to the fact that there is on your streets at the present time an immense amount of heavy traffic which ought not to be there. Go any day at almost any hour into one of your principal streets, such as Bradshawgate or Deansgate and watch the traffic and ask yourself what would happen to a town like, say, Sheffield if all the heavy goods necessary for its iron and steel works were dragged through the streets in the same way as the raw materials and the finished products of your own manufactories. Your case is too much like that of Chicago, which is well illustrated by the very striking view I have fortunately been able to obtain (Slide No. 61). It is a very remarkable thing that so few of your great factories have immediate access to the railways. The slide now on the screen (Slide No. 62) shows what I may call the great exception to this which proves the rule. At the Bessemer Steel Works you have as good a railway connection as it would be possible to find anywhere, and the pity is that this railway siding does not run right through a long series of works and mills so taking



SLIDE No. 62.—HOW THE TRAFFIC IS TAKEN OFF THE STREETS AT BOLTON.



SLIDE No. 63.—ADAPTATION OF THE PROPOSED LEVER CAUSEWAY TO ALTERED CONDITIONS.



SLIDE No. 64.—COMPARE WITH SLIDE No. 63, SHOWING HOW NEW CHURCH SHOULD BE PLACED FOR ADDED EFFECT WITHOUT ADDED COST.

LECTURE No. IV.

off your streets an enormous amount of traffic and lightening, to a very large extent, the burden of the rates required for their upkeep. The expense of establishing such a system of sidings would no doubt be enormous, but let us consider for a moment what it would save.

My friend Mr. Hoyle, of Messrs. Barlow & Jones, Ltd., has placed at my disposal a number of most interesting figures in this connection.

Cotton Spinning Mills in Bolton	94
Spinning and Weaving Mills (combined)	7
Weaving Mills only	17
Foundries	10
Forges	3
Crofts for bleaching, etc.	15

Making a total of 146 mills and works.

Now to these 146 mills are delivered in the course of the year, by the different railway companies in Bolton, 580,000 tons of merchandise, together with 220,000 tons of minerals and 845,000 tons of coke and coal, making altogether the enormous total of 1,645,000 tons of merchandise dragged through your streets. I should add that these figures do not include everything brought into Bolton by road from Manchester or elsewhere, because it would not be fair to assume that all such traffic could be carried by rail even if the sidings were provided. They include only that which is unloaded from the railways and canals in Bolton itself, and which would certainly go straight through to the works if the sidings were provided. Nor do they include the 300,000 parcels received and sent out from the different railway stations in Bolton, some of which might also be delivered in the same way, nor the still larger van delivery business handled by the numerous business houses in your town.

If we reckon the cost of delivery of the above enormous amount of heavy merchandise at only 1/6 per ton, this will be a very moderate computation indeed, because it barely covers the actual carting, quite apart from the loading and unloading, and of course the goods have in any case to be unloaded once, still, the carting causes an extra loading, which should be allowed for. Reckoning, then, the delivery at 1/6 per ton, we have the sum of £123,375 spent in carting alone, all of which is of a nature which might be avoided, and if we capitalise this on a 5 per cent. basis, we have nearly £2,500,000 capital, the interest of which is being expended on what is really useless labour if only we could plan in advance. Supposing even that we spent the whole of this £2,500,000 in railways in order to bring the factories in touch with the great railway systems of the country, we should still be very largely into pocket, and so would the owners of the mills themselves, because they are all of them naturally heavily rated, and they would thus reap a large benefit from the lessened wear and tear on the roads which would result.

This is one very important, and very practical, way of making Town Planning pay by the treatment of its traffic problems, but of course in a town like Bolton, where factories and warehouses are already scattered all over the place and a works-siding to them all is consequently more or less impossible, all we can do is to arrange a scheme of this kind to embrace all those which come within a well-defined area of not too great an extent, leaving

the others to go on as at present. It is mainly in connection with new factories which, under a town planning scheme, would be grouped where railway and every other facility will be accessible as cheaply as possible, that a really great saving can be effected. No one supposes for a moment that factory building in and round Bolton is now finished. We all know that it will continue if only because past experience has proved that, as new machinery and new methods and more scientific planning come into use, the older factories sometimes become so out of date that it pays almost as well to rebuild on a fresh site as to modernize them. There is, therefore, a clear case for the establishment of a proper factory area in or near Bolton which shall not only be smokeless and planned on the best possible lines both for trade and the health of the operatives, but which shall add nothing to the congestion of the streets or the waste of money to which I have referred.

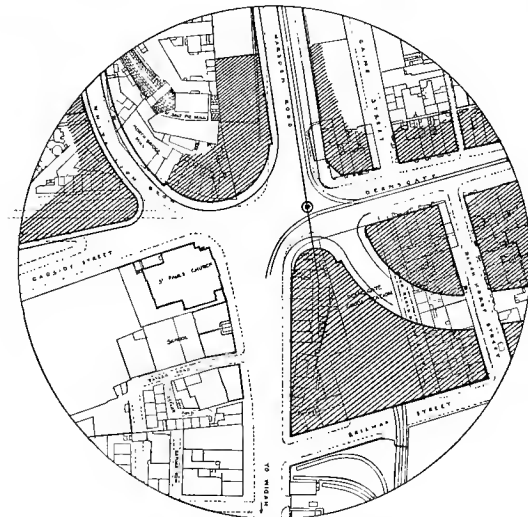
But what of those which are at present so scattered about your town that we cannot take a railway siding to them? Can we do nothing for them? Yes, I am sure we can in one, at least, of two or three ways. First of all it may be possible in some cases to provide a shallow subway under the streets and houses in which to run a private siding, and this might pay where the distance was only short and several factories were served by the one subway. A splendid opportunity for this sort of thing is provided along the course of the Croal River, where it runs through your town at such a very low level in relation to the surrounding streets and houses. I have not, however, been able to go into this question with sufficient care and study of the details to be able to say how far this route could be used.

Another idea which occurs to me is that, in some instances, comparatively light freights might be carried between the railways and the works and warehouses along the tramway during the night if short lengths of tramway sidings were constructed to run alongside the goods warehouses and the railway stations, and also into the works or factories. This is another matter which would take very considerable working out, as there are many and obvious difficulties in the way.

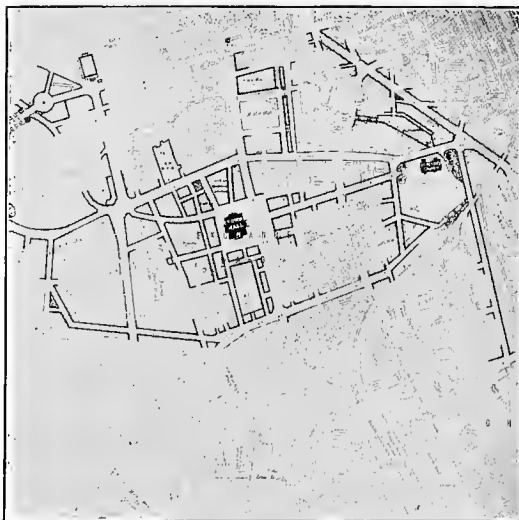
A third, and more universally practical method, would be to provide electric power in bulk to all these scattered factories, and so not only save the room occupied by their individual power plants and the cost of expensive smoke stacks, but also the cost of hauling fuel to each factory, the waste incidental to individual plants and the wear and tear and congestion on the roads. The ideal arrangement would be, of course, to have the power plant at the pit mouth, and here it might be worked in connection with coke ovens, or with a coal by-products plant; but, in the present state of electrical knowledge and engineering, there are grave difficulties where the pit is some distance from the factory. In sending the power along long lengths of cable, there is such a serious loss as to neutralise the advantage gained in using the coal where it is cheapest. This being so, until inventive genius has removed this difficulty, the best way would seem to be to bring the coal into Bolton and establish a large central power station with really easy access to the railway and to distribute the power from there. Such a scheme would need hearty co-operation among the various users for its success, but such united effort should not be difficult to obtain when the very obvious advantages are fully realised. Where the amount of power used varied very much from time to time, a certain amount of notice would have to be given to the central station as to the amount which was likely to be taken within any given period; but this would only happen in exceptional cases, and could no doubt be easily arranged for. Such a scheme would also undoubtedly



SLIDE No. 65.—MARSDEN ROAD LOOKING SOUTH.



SLIDE No. 66.—NEW LINE FOR PROPOSED ROAD FROM TOWN HALL TO QUEEN'S PARK.



SLIDE No. 67.—PLAN OF CENTRAL BOLTON, SHOWING NEW ARRANGEMENT OF ROADS.

be helped by the fact that small users would rapidly crop up, as no doubt many persons who could advantageously use a little power are deterred from doing so by the expense of laying down a separate plant. Such people would jump at the offer of power in bulk, and especially if it were made easy for them to obtain their motors on an instalment plan or even to hire them.

We thus see that we have here in this one item alone quite enough to occupy us for the remainder of the evening ; but unfortunately there is no time to consider it further, and we must take up the more immediate problems which can be so easily illustrated by lantern slides that I shall endeavour to let them speak for themselves as much as possible rather than endeavour to describe them with great minuteness.

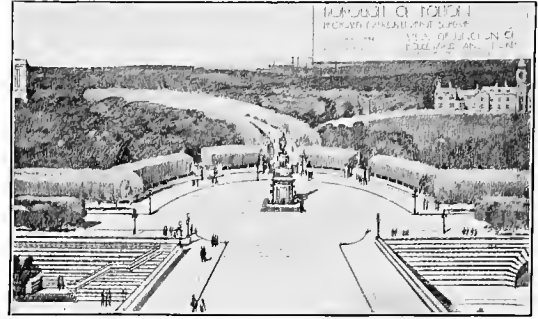
We have only time for two main subjects to-night, and I propose to take first of all some adaptation to altered circumstances which will be necessary if the so-called Beautiful Bolton scheme is ever carried out, and secondly, to consider a highly desirable improvement in the centre of Bolton, about the financial possibilities and results of which there cannot be the smallest possible question.

First of all, then, as to the Bolton Beautiful scheme. There are at the present time two main objections to the carrying out of this. The first of these is that a large and very expensive building has been erected by the Blind Institution at the north end of Marsden Road in a position which would interfere with the scheme as originally planned. Personally, I consider this a very small matter ; all that is necessary is some such slight rearrangement as that shown upon the accompanying slide (No 63), in which it will be seen that Kensington Street is kept pretty much as it is at present, except for what widening may be possible, and the awkward change of direction from it to that of the main line of the Causeway is masked by a handsome circus, alike in principle to that at the Charing Cross end of the Mall in London, but of course very differently treated. This will involve a good deal of filling up of the low-lying ground and the bridge over Chorley

Street, but there is no insuperable difficulty about this, and the result ought to be quite equal to, if not superior, to those indicated on the original plans for this work.

While I have this slide on the screen there is one other matter I should like to refer to, and that is the proposal to build a new church at the junction of St. George's Road and Marsden Road, rather to the East of the point of junction. I would just point out what a very fine opportunity is being missed here of obtaining twice the value from the money you spend in the Church, by placing it directly opposite the end of Marsden Road, so that its portico and its tower, if it has one, may be seen the whole length of the street and form a fitting terminal feature to close the vista. At present it is a little vacant looking (Slide No. 64).

Both ends of this street are at present a little unsatisfactory, and the next slide (No. 65) shows how I would treat the other, and at the same time remove the second objection to the Bolton Beautiful scheme to which I have referred. This second objection is the very sweeping nature of the clearances which would have to be made in order to carry out the proposed road between the Town Hall Square and the Park. As will be seen from the slide, I have recently suggested rearranging this so that it would completely clear the Steel Works and go in a long crescent to the junction of Deansgate and Marsden Road and then start as a new road carried as high as possible over the present White Lion Brow, and so on to the Park. Slide No. 67 shows this arrangement in its entirety. The one objection which might be raised to it is that it will involve rebuilding the Deansgate Goods Station. My investigations have not carried me far enough to ascertain with certainty how long it will be before this Goods Station is rebuilt, but changes come everywhere at some time, and must come some day here, even though it be a hundred years hence, and when the change does come it will provide the opportunity for carrying out this improvement, rebuilding the Station so as to give a fine terminal feature to Marsden Road at this end as roughly



SLIDE No. 68.—TERMINATION OF THE ROAD FROM THE TOWN HALL AT THE PARK.

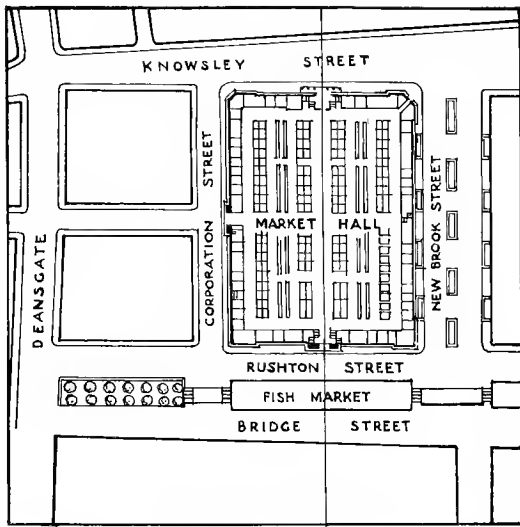


SLIDE No. 69.—BOLTON'S WORST PIECE OF TRAFFIC PLANNING.



SLIDE No. 70.—RUSHTON STREET, WHICH SHOULD BE A TRAFFIC THOROUGHFARE.

LECTURE No. IV.



SLIDE No. 71.—PLAN OF THE ARRANGEMENT SHOWN IN SLIDE No. 49.



SLIDE No. 72.—THE FRONTAGE ON THE OPPOSITE SIDE OF THE MARKET SHOULD BE USED FOR SHOPS AS THIS IS.



SLIDE No. 73.—BOLTON'S MOST EXPENSIVE FAILURE.

indicated on the plan (Slide No. 67). At its termination shown in slide No. 68, this street will remain unaltered.

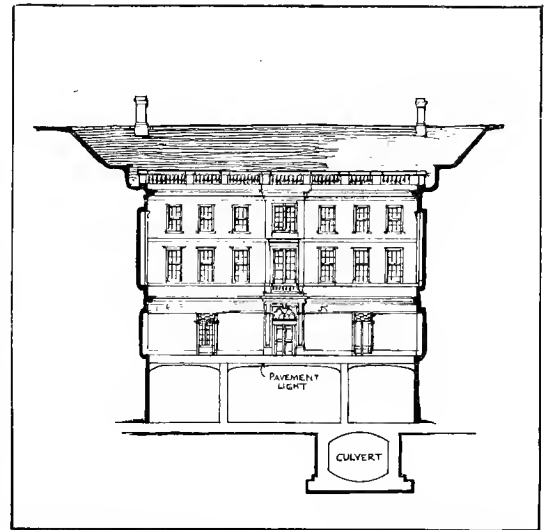
Now for my other scheme, which, although it is by no means a new one in its beginnings, will look very new to you as you examine the slide now on the screen (Slide No. 49). It is the outcome of an examination of two very grave defects in your town plan, which were pointed out to me by several people independently. The first of these is the utter unsuitability of Bridge Street to take the traffic coming in from the Blackburn Road, both on account of its narrowness and its steep gradients, the second is the waste of frontage and lack of means of access to and the consequent disreputable appearance of the buildings on either side of the Croal River between Knowsley Street and Bridge Street (Slide No. 69). These two grave defects combined suggested to me an arrangement which is not only highly desirable but which will certainly pay for itself and do more for the advancement of your town than probably anything else you could do. Briefly, it is to make a new street at an improved gradient which shall continue Rushton Street as far as Bark Street, finishing it there in a manner which will make it quite easy for the traffic from Higher Bridge Street to pass into it and so to Deansgate without going down the Hill into Bridge Street and up again the other side. You have only to go into Rushton Street and look along it either way, and especially from the point of view shown in the slide (No. 70) to see this, and I claim for it that this scheme is not only the best possible but cheapest also, for it allows you to retain both markets on either side of Rushton Street and leaves room for the enlargement of the Fish Market if and when this is found necessary. Another point occurs to me. Anyone who knows anything about town planning will tell you that the conversion of a short street which leads practically nowhere into a through route and thoroughfare will result in a greatly enhanced value to the property on either side and the frontages generally, and so I have no hesitation in saying that this small alteration, even though it involves

the demolition of a little property facing Deansgate, will pay for itself many times.

So much for the first alteration, now for the second, which, as will be seen from the drawing (Slides Nos. 49 and 71) is very much bound up with it, and will make such an alteration for the better to the whole district as I think very few of you have realised. Briefly, it is to cover in the Croal and Brook Street to the level of Knowsley Street and the improved Rushton Street, so that underneath this large area you will have cellar and storage space in connection with the market or for use in storing Corporation carts and the Co-operative Society's vans and lorries, and so on, which will be of the utmost value and will certainly pay for itself quite apart from the added saving and convenience in having this storage room at such a central point and so close to the Co-operative Society's stores. You will see from the drawing that it provides for quite a broad street, and that the frontage of the market has been improved so as to allow stallholders to have windows to the street, thus brightening up and improving the whole market, while on the other side, the tumble-down and disreputable looking factory, which has been for such a long time empty, will, we hope, give place to improved and enlarged extensions to the Co-operative Stores or other mercantile houses.

This improvement, taken as a whole, will, however, have an influence on your town far extending the immediate area of the alteration. You will agree with me that at present many of the surrounding streets, such as Corporation Street, Market Street, and Bow Street, are rather depressing places and do not reach that high level as shopping streets which one would expect from their central position, and, in fact, the very Market itself has the appearance of being pushed onto one side of Deansgate and Knowsley Street and more or less out of sight. Our scheme will alter all this. The Market will take on a new lease of life. Business will increase in it, and the revenue from it will also increase, simply because it will become really accessible and central, and its placing will be converted from an unstrategic one into one which is eminently strategic and the best that could be devised. How could one expect such a view as that now on the screen (Slide No. 73) to fail to destroy to a large extent the usefulness of your market? Not only does it prevent your approaching it from one side, but it turns the approaches on another side into a cul-de-sac, and renders them to a certain extent useless, and if your Market has not in the past flourished as one would have hoped, it is little to be wondered at. From this point of view alone, this work is well worth doing, and ought to be a financial success, so that if we consider the financial side of the question from this point of view, and then add all the others which I have mentioned, it is difficult to see how anybody could hesitate for a moment to embark on the scheme.

I do not wish to labour my arguments too much in its favour, but I do want you all to understand not only the scheme itself, but the enormous advantages to the surrounding



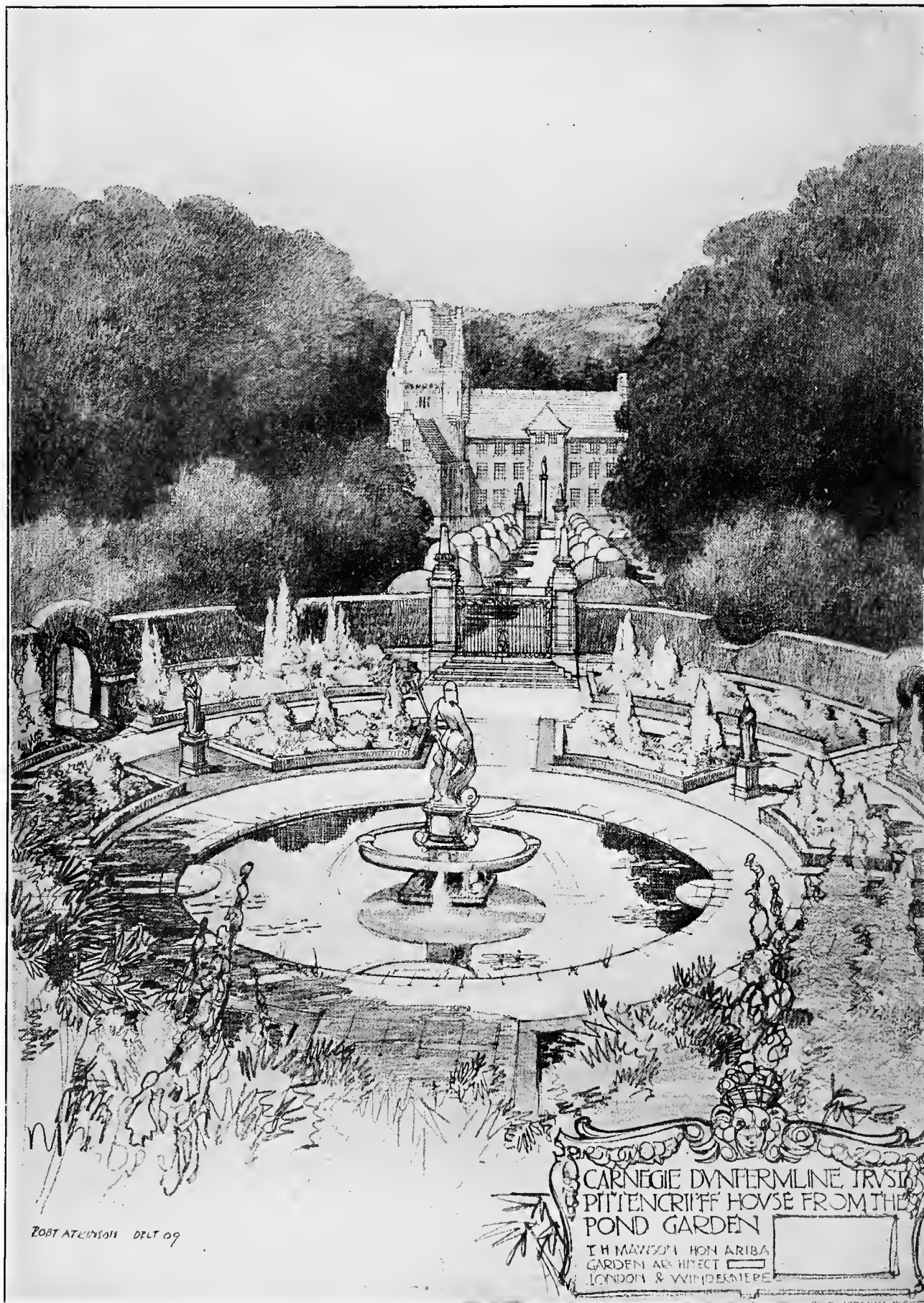
SLIDE No. 74.—SECTION THROUGH BROOK STREET, AS PROPOSED, LOOKING TOWARDS KNOWSLEY STREET.

LECTURE No. IV.

property which would result, for then I am perfectly certain it will not be long before the whole is in a fair way of being carried out. Let us look at slide No. 49 again. In the foreground are the sites of the present Co-operative Society's Stores, which have been purposely omitted from the drawing as they would hide much of the Fish Market and other buildings which it is our intention more especially to show and deal with. Right opposite us is the entrance to the cellarage and store room under the existing Market, and also under the new Brook Street and over the Croal. Slide No. 74 shows the section through this cellar area with the Croal arched in below, and then above it the cellar and above that the street ; a new and improved façade to the adjoining premises in Knowsley Street, which would bring them into keeping with the rest being suggested, though, of course, this is not in any way essential to the scheme.

To the left of the way into the cellarage we see on the slide (No. 49) the existing Fish Market, which will only need a little modernizing of its interior arrangements to make it a very good and essentially sanitary and clean market, and, as we previously said, the scheme will leave a little ground vacant to the extreme left of the picture for the extension of this Market at any time that may be necessary, and until this time comes the trees shown could be planted and a few seats provided for the use of those waiting for the trams, and so on. Behind the Fish Market in the drawing is seen the retail market exactly as it is at present, except for the new shop fronts on the improved Brook Street, and a new entrance which could either be provided with a portico like that on the opposite side, or treated perfectly plainly as in the drawing. Beyond are seen the tower and front of Victoria Hall in Knowsley Street just as at present, but of course rendered very much more dignified in appearance by the creation of the new street. On the right of the drawing we have shown buildings which might be used as extensions to the Co-operative Society's Stores and thus link up their existing shop in Bridge Street and those at the corner of St. George's Road and Higher Bridge Street. To this description we would only add that the new Brook Street is broad enough to allow of a standing place in the centre for flower sellers, cheap Jacks and Dutch auctions of the kind which are so harmless and popular and which cannot very well be accommodated in a covered market, especially if, as we fully expect, these improvements result in the present market becoming so busy that every inch of room is wanted.

My time is now exhausted, and much as I should have liked to have gone on to show how the proposed new streets which I have been describing would influence the whole traffic problems of your town, I must leave you to work this out yourselves in your imagination. I would, however, just like to add, that, though some of the schemes we have considered may seem a little Utopian at present, we live in stirring times, when the experiment of to-day is the commonplace of to-morrow, and the dream thought to be unrealisable yesterday, is an accomplished fact to-day. If there is one gift which the town planner must cultivate more than another it is the power of being able to project the imagination into the future without losing his grasp on realities and possibilities, and to see to some extent how far the powers developing at the present time in the great domains of mechanical and chemical research will result in the removal of difficulties and the creation of possibilities at present undreamt of by the multitude.



SLIDE No. 75.—A CASE IN WHICH, AS AT MOSS BANK, A PRIVATE DOMAIN WAS TO BE CONVERTED INTO A PUBLIC PARK.

LECTURE No. V.

P A R K S Y S T E M S

IN taking up the very delightful, as well as most important, subject which we are to consider this evening, I want those of you who have travelled on the Continent or America first of all to compare in your minds the parks and gardens of the countries you have visited with those in our own, and I think you will agree with me when I say that, whereas English parks show a perfection of high keeping and a luxuriance of verdure which it is difficult to obtain anywhere else, on the other hand, they compare very miserably with those in other countries from the points of view of design and really intelligent and broad-minded layout.

I could not have been a landscape architect in practice for over thirty years without having had most unique opportunities for the study of the work of the great masters of the art of landscape architecture (ancient and modern) in many parts of the world, and, the longer I go on the more it is burnt into my mind how purile and mean and uneducated the designs of our public parks throughout the country are and how disappointed I am when I look at the wonderful achievements of Continental and American landscape architects and compare them with our own.

I am now speaking, of course, of public parks and gardens. Our private gardens compare favourably with others in any part of the world, and later on I want to point out the reasons for this, but at present I merely mention it to prevent misapprehension and to narrow the issue. What we are concerned with this evening is the question of public parks and gardens for our towns and in particular the realisation of Bolton's great opportunities in this direction. We want to see if there are not better methods than those we have employed in England in the past, and whether Bolton cannot lead the way in a great renaissance of park design and landscape gardening which shall cause your town to be talked about through the length and breadth of the land, and to be the model which others shall everywhere follow.

As I have said, in England at the present time the public parks and gardens, so far as they depend upon art and not upon nature for their beauty, are the very weakest of productions. Why is this? How is it that we seem to have fallen so far short of our advantages? Nowhere in the world are there greater climatic possibilities, for nowhere will the park designer's finest material—greensward—luxuriate in the same manner, nowhere else are our velvety lawns possible, and nowhere else can one walk abroad in comfort for more days in the year without being subjected to extremes of heat and cold. It would, therefore, seem that we have an opportunity both for the creation and the enjoyment of parks which does not obtain elsewhere, and this makes it the more inexcusable as well as the less understandable why we should so miserably fall short of other countries.

When we come to analyse the subject we find that it is not in the upkeep but in the design of our parks that we fail. As I have already hinted, they compare favourably with those of other countries so far as the plants and grass and flowers themselves are concerned, and it is only when we come to look at their design that we find that they are so infinitely inferior. Why is this? It is because ninety per cent. are laid out by the merest amateurs who have entered on the task of park design without any knowledge of the precedent of the art or

LECTURE No. V.

general art training. It has always been considered that a knowledge of how to grow trees and shrubs is all that is necessary, and this is about as rational as expecting a stonemason who has a great knowledge of how to carve stones to design a beautiful cathedral. Look at our own county of Lancashire. I think I shall be safe in saying that not more than half a dozen of the public parks in this renowned county show any strong evidence of artistic skill in their design such as we expect where the expert is employed, though some day you are going to have another at Rivington. This may sound a rather disheartening assertion, but it is the plain honest fact as you will clearly see if you will think for a moment. Sefton Park, Liverpool, Birkenhead Park, Millar Park, Preston, The Williamson Park, Lancaster, and the Victoria Park, Southport, are by far the best examples we have, and are second to none of the others, which are all a long way behind them, and they are just the ones which have been laid out by men specially trained for the work, and not by park superintendents, members of parks committees, and other persons, who, however much they may love a garden, and however much they may know of the individual trees and shrubs, have not had the proper training in design and art subjects to enable them to do the work as it should be done, and least of all have they the necessary knowledge of and sympathy with architecture to bring their park into keeping with any architectural surroundings or features there may be. This is the most striking when one comes to consider that these parks are several of them formed upon sites which showed particular difficulties. I compare in my mind the result obtained on one of the worst sites from the park designer's point of view at Millar Park, Preston, with those achieved on one of the very best and most romantic at Darwen, not many miles from here. In the one case we have a most beautiful result on what was derelict land left over from the building of railways and surrounded with what were, when the park designer first went on the ground, most unsightly railway embankments, while on the other hand we have the most romantic possible "glen," as they would call it in Scotland, or clough, as you would say in Lancashire, with a beautiful stream of water which falls in the most natural manner for a sheer drop of twenty or thirty feet over perpendicular rocks, a foundation on which to build a park which you would think would inspire anyone, and yet all the beauty the park has it owes solely to its trees and the contours of the ground as they have existed through all time. Everything that has been done since has tended to destroy rather than to help this beauty. I ought to explain that I do not pick out this park at Darwen because it is any way better or any worse than others, but simply because it provides such a splendid contrast for purposes of argument between a beautiful site and an unintelligent layout. Similar unintelligent layouts prevail in every park in Lancashire, with the exception, perhaps, of those I have mentioned, and one or two others. Nor do I wish to run down the park superintendent or the members of the parks committee. Both may be, and generally are, most exceptional men, with a great devotion for the interests over which they watch, but, as I have said, neither of them is qualified by training and experience, in ninety-nine cases out of a hundred, for the important work of park design, and that is why broadly-conceived effects and dignified results are the rule in Continental and American parks and the exception in our own.

I am afraid I sometimes speak to deaf ears when I urge really scholarly designs for our public parks and gardens, and I am driven to the conclusion that this can only be because of an idea which obsesses certain minds that the masses cannot appreciate anything which is not commonplace, and money spent on artistic realisation is money thrown away. This

is far from being the case, and if it were it would be no excuse for bad design, because even though there may be people who can see no difference between good and bad design, we can still so plan our park that it will meet all conditions and be just as useful to them as the badly-designed park will be, and at the same time will attract to itself all those who love and appreciate real artistic expression. We may, indeed, elevate the public taste, and I am sufficiently hopeful for the mental development of my fellow countrymen to be convinced that they can never come into contact with really good work of any kind, and especially really good works of art, without being, at least sub-consciously, influenced and elevated by it. In fact, I should not be the enthusiast for my work that I am if I did not believe that, by using really good designs in the public parks and gardens in this country, we could do very much to elevate the public taste and bring about that general diffusion of real, genuine education in the highest sense which is the object of every social reformer.

At present, alas, things are otherwise. You remember the discussion in the Manchester Council on Ford Madox Brown's bill for models? Don't you think that this was a fair example of the public attitude towards the artist in general?

So long as this attitude of mind controls the situation I see no promise of improvement. What, then, are we to do? Can we not induce the men who are creating beautiful gardens in this country for their own enjoyment to devote some of their wide knowledge of garden art to the creation of parks and playgrounds for the people, and particularly for the children of the people, with the help of the same expert opinion they retain for their own private pleasaunces. I once heard a well-known author exclaim with some bitterness, that one of the saddest failures of our democracy was its inability to attract and use the wealth, intellect, and available energy of its more fortunately situated citizens in the interests of social betterment. Here in the creation of the beautiful, for the physical enjoyment and mental profit of all, is the great opportunity for this.

In America, and in our Colonies, as here, there are numbers of men who have the ideal qualities for the development and maintenance of a park system, and who, because they are not "in politics," possess in a peculiar measure the confidence of the people. In other countries these men are utilised by enrolling them in what is known as a Parks Commission, which, though independent of the City Council, is represented upon it and owes its origin and financial backing largely to it. The result is that these "Commissioners" as they are called, focus a vast amount of public interest on parks and playgrounds, and by their energy and broadmindedness, coupled with continuity of policy, realise results which to our English minds are almost incomprehensible. Where, for example, in this country can you find policies of park construction comparable to those at Boston, Kansas City, Detroit, Washington, or Ottawa, which have been in process of development for twenty years or more? Yet these results are attained with such apparent ease.

How is this done you ask? The Commission, under the best expert advice, draws up a complete and connected scheme for a park system covering the whole town or city, and then patiently works as many years as may be necessary for its final development, finding as it proceeds that its ideals are ever expanding. In this country, on the contrary, I think I shall be perfectly safe in saying that, largely because of constant changes in its composition, no Parks Committee has adopted any such policy, and it is only on the rarest occasions that the artist is asked for his contribution. I have often wished, and so I am sure has every

LECTURE No. V.

Town Councillor, that it were possible to co-opt the services of those gentlemen who know so well how to make their own gardens beautiful, and who, when relieved of other departments of Municipal activity, and the controversies inseparable from them, could take a larger share in helping forward a good movement. I know how keen they are to do this, but under our present Municipal system there does not seem to be the machinery for co-opting the services of men whose genius in certain directions is well known but whose antipathy to the rough and tumble of local politics is equally well known and appreciated. They are the type of men you co-opt on to your libraries and education committees. Why not extend the principle by co-opting on the Parks Committee the men you know could contribute so much, and who would give their knowledge and services so freely if only you would find the right opportunity for them to do so ?

In the meantime, may I commend to all who are dissatisfied with things as they are, and who believe in the possibility or the necessity for higher attainment in the future, the advantages of helping forward the propaganda of the society under whose auspices I am giving this series of lectures. Such societies are exerting an enormous influence in other towns and cities, and we should do all we can to help them to do so in Bolton.

Last March I was lecturing in Antwerp before the Municipal Art Society, and in this lecture I made copious references to the design of public parks and playgrounds. In proposing a vote of thanks to me, the President of the Society said quite bluntly, that in the matter of public parks and gardens, Belgium had nothing to learn from England. It is this sort of retort which I would like to make impossible in the future. I have ventured to speak thus frankly to you because I believe you people of Bolton are just as proud of your town as anyone on earth, and that if you once realise that, in the matter of public parks and gardens, England is falling behind other nations, you will make a serious effort to do your share to come even. Preston has already shown the way, surely Bolton will never agree to play second fiddle to Proud Preston !

But how are we to attain this end ?

Firstly, by creating among the richer members of the community a greater desire to contribute to the amenities of your town.

Secondly, by instilling into the authorities responsible for the development and control of the parks an appreciation of the art of landscape architecture.

Thirdly, by inducing the ratepayers to express their local patriotism by contributing more generously to the maintenance of the parks than in times past.

Fourthly, by instilling into the minds of everyone, especially the children, the sense of possession, and a love and care for the beautiful in art and nature.

I am one of those incorrigible optimists who believe that everyone of these objects can be attained, and will be attained if we make the necessary effort. Let us consider each of them again in turn. With regard to the first, do you realise that if you could blot out of Lancashire all the parks, gardens, and recreation grounds obtained by private generosity, you would have practically none left ? Democracy is so horribly slow to recognise and protect even the beauties which a beneficent Creator has already provided for it, much less those obtained by private generosity. Well, I know that the spirit of generosity which has done so much in the past is only latent. Why don't we encourage it, and give it the fullest scope for expressing itself again ? In my own practice, half the parks I have designed have been presented

by private donors, and I never enter one of them without feeling that here the rich and poor have met together and that the Lord is the maker of them all; but really—What are we doing to encourage these expressions of neighbourly goodwill and good fellowship? Supposing half a dozen generous souls called upon our Chairman to-morrow morning and expressed a wish to contribute their offerings towards our project, what could he say to them? I believe he would be the most embarrassed man in Bolton, for you have never fully thought out a scheme of opportunities; in other words, you have never mapped out a complete system of parks and gardens which would provide and suggest the opportunity for every would-be donor whether the sum was a hundred pounds or twenty thousand pounds. So much for my first suggestion.

My respect for constituted authority is so great that in explanation of my second heading, I merely suggest that every member of the Parks Committee should take the course in Landscape Architecture at the Liverpool University; I can't promise a degree, but I can promise a new conception of their opportunities!

In urging my third proposal, may I remind you that your Borough rate is 7/6 in the pound, and that only 1½d. of this is devoted to the maintenance of parks and gardens. Isn't this rather disproportionate? Is it not rather a mean contribution for amenities, and is this the measure of your appreciation of the beautiful as expressed in your parks? Why not pay another penny and do the thing handsomely? You know it won't break you! Believe me, there is no other way in which you can get so much for your money.

Finally, in relation to my fourth suggestion, how are we to instill into young and old a proper pride of possession. May I speak quite frankly and ask a plain, even blunt question? How is it that England is the only country where it is necessary to erect high, unclimbable fences round our parks? (Slides Nos. 76 and 77). Is it a question of "thieves without and nothing to steal within"? or must we hang our heads and admit another reason? The closest study of this question leads me to far other conclusions, and prudence would suggest to me neither mistrust nor fear of the people, but even had I held the opinions so freely expressed, it would only redouble my interest in that finest of all secondary schools, the children's organized playground, where, better than in any place on earth, we may teach the first duties of good citizenship and convert every boy and girl into a protector of that which has been provided for his or her profit and enjoyment.

Having dealt with what I may call (for want of a better term) the sociological aspect of our subject, let us try to understand what we mean by a Park System. I am sure that some of you are rather curious to know what is meant by this term. Well, by a park system is meant the location of parks, gardens, and playgrounds just where they are most needed, with an acreage commensurate to the surrounding population, connecting the one to the other by parkways or pleasant tree and grass-bordered roads, always forming an indispensable and integral part of the town plan so that, were an ideal system possible in Bolton, you could take an afternoon's walk or a long motor drive through your town without leaving the shade of trees or the sight of pleasant lawns and bright flowers. Does Bolton possess such a system?

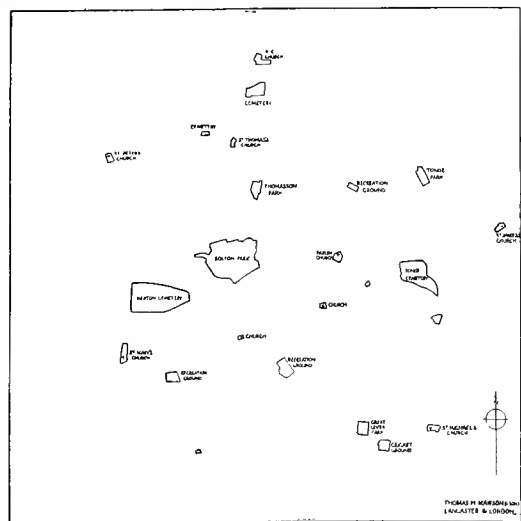
If you will look at the slide now on the screen (Slide No. 78) you will see a plan of the parks and gardens of Bolton shown in their relation to one another by irregular-shaped patches, and it is immediately evident that these patches form isolated units, which, so far



SLIDE No. 76.—“THIEVES WITHOUT AND NOTHING TO STEAL WITHIN.”



SLIDE No. 77.—SHOULD HIDEOUS UNCLIMBABLE RAILINGS BE NECESSARY IN A PARK, DESTROYING THE EFFECT OF ARCHITECTURE?



SLIDE No. 78.—HOW BOLTON'S PARKS ARE DISTRIBUTED. COMPARE WITH SLIDE No. 84.

as one can judge, have no direct relation to the plan of the town as a whole. As units they may be very good, but considered in their relation to the broader factors of the plan they are merely accidental occurrences which in no case have been thought out as part of a large conception, nor are they sufficient or rightly distributed for the creation of a cohesive whole satisfactory from every point of view.

I think you will admit the truth of this statement when you realise that the most densely populated parts are practically parkless, whereas in other parts, where there is already considerable open ground in the shape of private gardens, you have the greatest area of public parks. Further, if you will consider your Queen's Park in relation to means of access you will find there are no entrances whatsoever at what ought to be its most accessible points. For this difficulty, as you are aware, my client, Sir William Lever, suggested a remedy.

I ought here to explain that there are two well-defined principles on which park systems are based, corresponding to the two principles on which modern towns are laid out. One is called the ringstrasse, and the other the radial system. They are shown in their simplest form on the accompanying slides, from which it will be seen that, in the case of the former, the idea is to create a belt of parklands round the old centre of the town and allow the suburbs to grow up beyond this park belt. In many old towns on the Continent, where ancient fortifications have become absorbed into the town as it grows, and then have become obsolete, they have been removed, and the vacant site has formed the opportunity for such a ring of parks. A notable instance is that at Vienna where the Burgring or Ringstrasse is a most wonderfully beautiful one, and has given the name to this arrangement which is known as the Ringstrasse System.

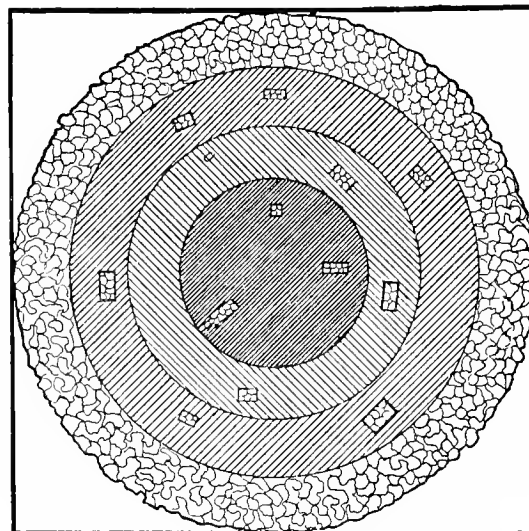
Where, however, the conditions do not point to the creation of a ringstrasse, the radial system is far better, for, as you will see from the slide (No. 80), it not only allows of open areas stretching almost to the heart of the town from the country and so bringing in fresh air to where it is most

needed, along ducts of greenery, but these wedges of greenery are naturally narrowest near the centre of the town and broadest in the suburbs, where land is cheaper and where larger parks are more called for, and more practicable. It will also readily be seen that these wedges of greenery fall very naturally into their places as a part of the park system, and the proper layout of a modern town, because where they are small and narrow in the centre will be where the highest form of upkeep and most expensive form of layout is called for, and where they are broad and large on the outskirts is where they may be left more or less in a state of nature.

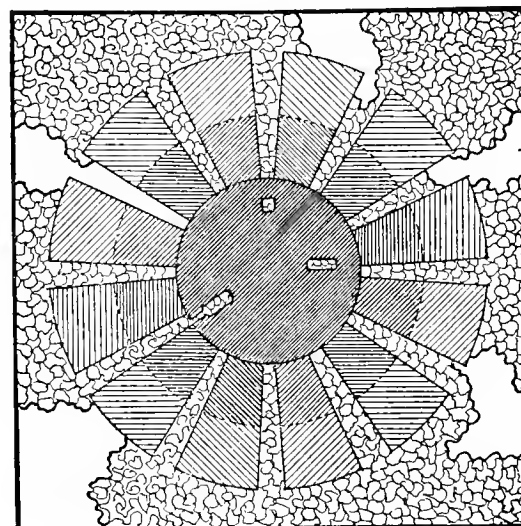
I have already shown in Lecture No. II. (Slide No. 14) how a town grows in long, straggling suburbs with spaces of greenery between them, and so you will see that the radial system of park design is the natural one because these wedges of undeveloped land so often exist even in old towns ready to be turned into beautiful parks.

The accompanying slide (No. 82) shows how this radial method of laying out parks applies to a seaport town, and it also shows more in detail how the parks should be treated at the thin end of the wedge near the centre of the town, not only in a case like this, where we can only have half a circle of wedges, but equally in the case of an inland town where the circle can be completed.

Now which of these methods is best for Bolton, the ringstrasse or the radial? This is the main question I had before my mind in looking round for material for this lecture, and I have come to the conclusion that the conditions are such that we ought to have a combination of the two. I have already shown how you have a beginning of the radial system in Queen's Park, and slide No. 84 shows how the same sort of thing should be done elsewhere; but, owing to the nature of the ground and the positions of important buildings, such as mills, it will not be possible to make an all-round radial scheme, and what I propose is that instead of this the outer end of the various wedges we plan for should be connected by a ringstrasse running through open country, much of which is very



SLIDE No. 79.—THE RINGSTRASSE SYSTEM OF PARKLANDS.

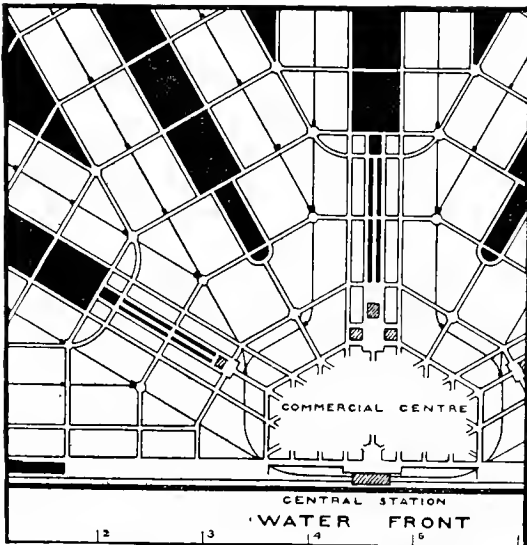


SLIDE No. 80.—THE RADIAL SYSTEM OF PARKLANDS.



SLIDE No. 81.—HOW THE RINGSTRASSE SYSTEM LOOKS WHEN CARRIED OUT. (CF. SLIDE No. 79).

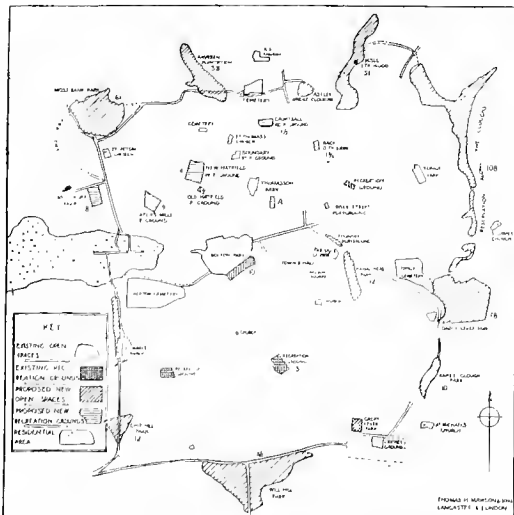
LECTURE No. V.



SLIDE No. 82.—DETAILS OF THE RADIAL SYSTEM OF LAYING OUT PARKS.



SLIDE No. 83.—ORGANIZED PLAY IN BOLTON.



SLIDE No. 84.—HOW BOLTON'S PARKS MIGHT BE COMBINED INTO A WELL-THOUGHT-OUT SYSTEM. COMPARE WITH SLIDE No. 78.

beautiful, and all of which could be obtained under a town planning scheme for Bolton without prohibitive expense, and of course without laying down the money for many years to come.

Let us consider for a moment how this might be done, remembering meanwhile, that we are not dealing with the design of parks and gardens, but with the acquisition (on paper shall we say) of a park system adequate to the needs of your town.

In extending your present system we must first of all keep in mind the different uses to which these parks may be put. First, you may have for the heart of the City a number of town gardens or plazas too small to show on our diagram, the object of which is to secure a proper setting for your principal buildings, and to provide a restful carpet of green and a few bright flowers, with walks and seats where they can be used by the working population in the recesses between working hours. Then you need the children's playgrounds to carry forward the excellent movement for organised games which has begun with such happy results (Slide No. 83), which should be so numerous that no child is more than ten minutes from one, and no child has to cross busy traffic routes to reach it, and equally important are the smaller recreation grounds where ample provision can be made for tennis, croquet, and bowls, which, like the children's playgrounds, should be under organized control. Then we have the larger parks accessible to the general mass of the population, and where the art of landscape architecture should find its fullest expression, and where every facility should be provided for recreation and music amidst bright flowers, green lawns, and forest trees, relieved and enriched by suitably placed fountains and sculpture. Adjacent to them, or in convenient centres, there should also be playing fields which only call for a little necessary levelling, and in vacant spaces, elms, sycamores, and other native trees to back up the green expanse. Beyond these we should secure, if only we can insure the purification of the rivers, all the gorges and dells with rocky escarpments and natural trees, which at one time were to be found in abundance round Bolton ; and, finally, beyond

these the landscape is already beautiful, and there the landscape architect's work is merely directed to the continuity and emphasis of its sylvan charms.

With these objects in view, let us see what might be done for Bolton when you have managed to get everyone genuinely interested in your work.

As I have so often hinted, the first thing to do would be to have a comprehensive plan made showing the whole of the system complete in every part, so that, as we did every little bit of park extension, we might be sure that we were working towards the comprehensive whole which we hope some day to realise.

In its first rough form, the main plan might look very like the accompanying slide (No. 84) which shows my ideal of the numerous additional park reserves, parks, and playgrounds you should endeavour eventually to realise. Of course I am not so optimistic as to imagine that you can secure in the near future all I advise, nor am I sure that in all cases the particular plots which I have shown could be obtained at all, but approximately they are all available and could, under the Town Planning Act, be scheduled in your new town plan.

With this reservation in mind, I want you to follow me round your town very much along the same route that I have actually walked, gathering the material for this lecture, and particularly for the slide now on the screen. I began my tour at Raikes Clough where the next slide (No. 85) was taken at a point which seemed to me to show very clearly the beauties of which this place is capable. There is absolutely no doubt that here, on ground which would cost very little because too steep for building upon, a most magnificent park reservation might be made. Slide No. 44 (shown in a previous lecture) gives another view from almost the same point which is equally suggestive. Here I would reserve about 10 acres of ground from almost every part of which most magnificent views can be obtained.

From this park I would have a fine traffic avenue which would serve also as a parkway going north, and connecting with a large area of land



SLIDE No. 85.—RAIKES CLOUGH. BEAUTIFUL EVEN IN WINTER. (CF. SLIDE No. 44).



SLIDE No. 86.—A PRETTY BUT NEGLECTED BIT NEAR TONGE MOOR ROAD.



SLIDE No. 87.—FROM BRADSHAW BRIDGE.



SLIDE No. 88.—LAND ROUND HALL-I'TH'-WOOD WHICH OUGHT TO BE RESERVED.



SLIDE No. 89.—VIEW FROM HALL-I'TH'-WOOD LOOKING NORTH.



SLIDE No. 90.—ASTLEY BROOK.

containing some seventy-eight or eighty acres, which on the plan of this system I have called Darcy Lever Park. It is splendid land bounded by two cloughs and a Cemetery (which would practically make a continuation of the park), and could, I believe, be obtained for a very reasonable sum.*

One of the two cloughs just referred to runs away from this point almost due north to about half a mile south of the Tonge Moor Road, where it crosses Bradshaw Brook, which forms a fine stream in its bottom. Here it splits, one branch going north-east and the other north-west. The whole of this clough, where too steep for building upon, and on the banks of the river, should, I am sure, be reserved for park purposes, except at those points where the water power is obviously needed for commercial uses, and the branch of the clough which proceeds up to and beyond Tonge Moor Road should most certainly be widened out into a park reservation (Slides Nos. 86 and 87), because there is not the slightest doubt that building developments will take place in this neighbourhood which will make its purchase for reservation while the land is comparatively cheap a splendid investment in years to come.

In talking of the traffic problems of Bolton, I have already suggested a gyratory road from this point to near Hall-i'th'-Wood, and this would again serve as a parkway if properly treated to connect the long reservation I have just described with the land about the Hall-i'th'-Wood building, which, as will be seen from the next two slides (Slides Nos. 88 and 89), is well worth reservation under the Town Planning Act for purchase at some future time. At least 50 acres within a quarter of a mile on either side of Hall-i'th'-Wood should be reserved, making a narrow strip of ground following the lines of the clough on the banks of which the building stands.

From here I would continue my connecting parkway in the form of a broad road winding to meet the rather difficult contours for a short distance to Astley Bridge Clough. A good deal of this clough appears to have been filled in and otherwise spoiled,

* Since the above was written this area has been presented to the town of Bolton by the munificence of one of its foremost Citizens.

but there is a considerable area to the east of the Blackburn Road which might still be saved for a recreation ground, which is obviously very much needed in that district. Some six to eight acres would probably be all that would be obtainable, but nevertheless this would be sufficient to provide not only for games but for a little picturesque treatment as well.

From the Blackburn Road to Dean Road (which is a continuation of Halliwell Road) there already exists a kind of beaten track or cart-road which would form the foundation for a most excellent parkway continuing our gyratory route round the town on its north towards the west (Slide No. 90). This track passes *en route* a cemetery and the Ravedon Plantation. The former would need connecting with it in some way to the advantage of both and the latter would form a valuable reservation for this part of the town.

Not very far beyond the Dean Road we come to Moss Bank (Slides Nos. 117-121), which has already been much talked about as a possible new park for Bolton, and about which we need therefore say very little in this connection except to point out that it falls very well into its place as a part of the gyratory park system.

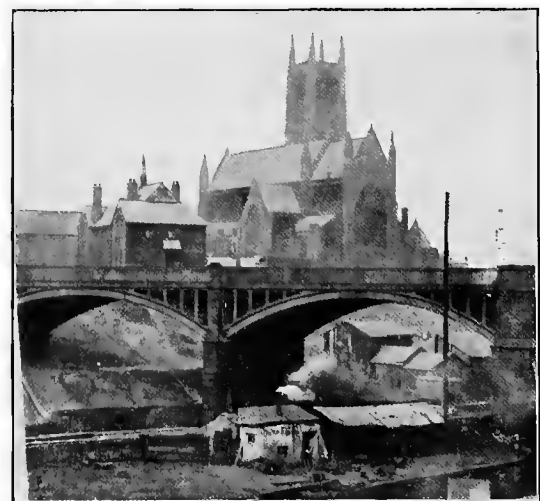
From this point our connecting parkway would pass through Doffcocker and across the Chorley Old Road to the east side of Whitecroft Park and to the west of Heaton Cemetery, connecting up with both, and also with a new reservation of considerable extent, which it is proposed should be formed in the bottom of the valley down which the railway from Preston runs, after which it would proceed up Deane Clough, of which more hereafter, and forward from there to Daubhill Station, where there is an opportunity for a small recreation ground which will doubtless be much needed in that district before very long. From here we would proceed east again to Moses Gate, keeping outside the area at present fully built up and finding opportunity for another park of considerable extent which will be seen on the slide No. 84, and which we have called Will Hill Park. From this point our parkway would



SLIDE No. 91.—A FINE OPEN SPACE WHICH SHOULD BE MAINTAINED.



SLIDE No. 92.—A GREAT OPPORTUNITY FOR COMBINING BEAUTY AND UTILITY.



SLIDE No. 93.—A SPLENDID VIEW OF ONE OF YOUR BEST BUILDINGS, WHICH SHOULD BE PRESERVED AND ENHANCED.



SLIDE No. 94.—AN OPPORTUNITY FOR A PLAYGROUND FOR THE CHILDREN OF THE FOLDS ROAD DISTRICT.



SLIDE No. 95.—AN OPEN SPACE IN A PART OF BOLTON WHERE A PLAYGROUND IS MUCH NEEDED.



SLIDE No. 96.—THE ONLY PLACE WHERE YOU CAN GET FAR ENOUGH FROM YOUR NEW POST OFFICE TO SEE IT PROPERLY.

proceed towards Great Lever Park, where it is proposed to form a large cricket ground, as there seems to be scope for this form of recreation ground here, from which point a short continuation of the parkway to Raikes Clough brings us round to the point at which we started by a road which will follow the existing contours in a manner which cannot fail to have most artistic results, and which will at the same time provide a valuable traffic route.

I have sketched this circle of parks round your town which might be obtained under the powers of the Town Planning Act, with a view to showing how a good ringstrasse park system would be obtained for Bolton. As I previously said, however, the correct system of development would not only be ringstrasse but also to a certain extent radial. For instance, you have already the beginnings of a radial system in Bolton Park and Heaton Cemetery, which, as you will remember, I have proposed to carry out into the country by the means of a large reservation round both sides of the railway. In the same way at the north at Ravedon Plantation we have the thin end of the wedge which might expand outwards beyond, to be absorbed into the park system as occasion may require, and at Hall-i'th'-Wood the same thing applies, as there the clough runs away north also. Where I described the clough splitting at Duncan Bridge, the part which proceeds to the north-east called, I believe, Castle Croft, would provide the means whereby another radial parkway might be commenced, and again on the south where we have indicated Will Hill Park, the same thing applies, but in this case only to a limited extent.

Within this circle of parks, all practicable if taken in time under the Town Planning Act, is an almost fully built-up area on which it would be impossible to do anything on a large scale, except, perhaps, along the course of the canal, or especially at the canal head, where, as will be seen from the accompanying slides (Nos. 91 and 92), there is a large area crowded with practical and artistic possibilities. To let this be built over, and especially to neglect the opportunity which it provides for giving

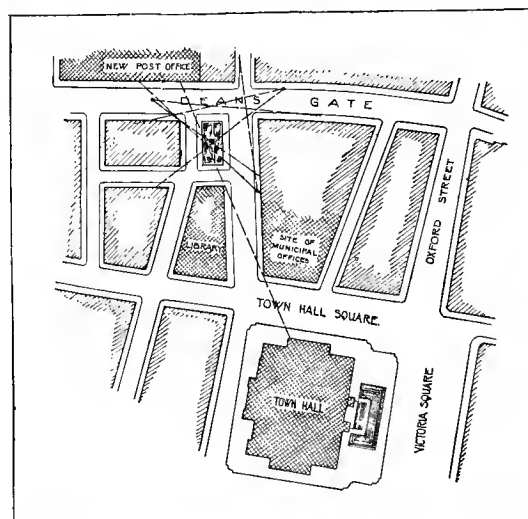
added dignity to the east end of your Parish Church, which stands up in such a bold manner above its northern end (Slide No. 93), would be an act of the grossest vandalism.

Slide No. 94 shows another waste area close to the last, which might make a very useful open air playground for the children in a very poor part of Bolton. On slide No. 84 I have called it Foundry Playground. It is situated between the Croal and Oliver Row at the bottom of Water Street. Sites in such localities as Atlas Mills, Crumpsall Street, and Back-o'th'-Bank (Slide No. 95), and several others where there are waste pieces of ground, have been suggested to me by persons interested in the welfare of Bolton, and have been incorporated in slide No. 84, which gives the results of the process I have described, and should be compared with slide No. 78, which shows things as they are.

This plan which I have put forward for the extension and linking up of your park system is merely tentative and suggestive, and at least three months' study would be necessary before any expert could lay before your Council a complete scheme which he could claim to be possible of realisation. Remembering what I have already said, however, about finding opportunities for your generous townsmen, do you not think it would be a fine thing to have such an ideal ever before you so that whenever the opportunity arises you have a proposal ready to hand? In addition to the help you might receive from private donors, however, there are many other advantages of a fully considered policy, for you would be able to acquire in advance the sites which you will eventually need for your parks, and, by purchasing at the same time a fringe of land round them and developing it for building sites you might pay for the land actually used for the park itself. In my own practice I, in one case, dealt with a plot of 105 acres, which was purchased at 1/3 a yard; 80 acres of this land was devoted to a public park, and 25 acres laid out as building sites. The greater part of this 25 acres has now been sold at an average, I believe, of about 4/3 per yard. In another case, where we failed to acquire the outlying fringe, the



SLIDE No. 97.—THE CHANCE OF A BETTER VIEW OF YOUR POST OFFICE (CF. SLIDE No. 96).



SLIDE No. 98.—HOW THE VIEW SUGGESTED BY SLIDE No. 97 MIGHT BE MAINTAINED FOR EVER AT VERY LITTLE COST.



SLIDE No. 99.—ANOTHER ADVANTAGE OF THE PROPOSED OPEN SPACE WOULD BE THE VIEW OF THE TOWN HALL TOWER.



SLIDE No. 100.—THE PROPOSED GARDENS WOULD BE OF ENORMOUS ADVANTAGE TO THIS BUILDING.



SLIDE No. 101.—ON THE COMPLETION OF THE GARDENS UNDOUBTEDLY THIS BLANK WALL WOULD DISAPPEAR WITHOUT ANY EFFORT ON THE PART OF THE RATEPAYERS.



SLIDE No. 102.—MUCH MORE GROUND THAN WOULD BE REQUIRED FOR THE GARDENS IS ALREADY VACANT.

owner was able to put up the price for each plot of 30-ft. frontage to the extent of £100. In other words, a plan in advance might help, and certainly ought to help you to take advantage of your own betterment.

There is still another way in which such a plan might help you, I think it would be quite possible to prove to land owners that by presenting a site for a park they might more than recoup themselves by the increased value of surrounding property. It was not philanthropy which suggested the London squares, but the application of a business principle, the financial soundness of which has been amply proved. The properties abutting on to those squares are rising in value, whereas the surrounding properties laid out on less generous lines are deteriorating. It is for you, however, to suggest where these parks and gardens should be, this can only be done by planning well in advance.

Though one might devote much more time to this subject we must pass on, and I want for the remainder of my lecture to describe a few points of immediate interest, and, in fact, great urgency, which must be taken up at once if anything is to be done, and in connection with which I am quite sure everybody who is interested in Bolton would be more than sorry if the present opportunity were neglected. One of these is a small town garden in the heart of Bolton, and the second a large reservation out at Deane Clough. I am particularly pleased to have these two practical examples, of such a different kind, to refer to, after which a few remarks on the proposed acquisition of Moss Bank for a public park will absorb the remaining time available and round out the series, as they are typical of the three main classes of parks usually necessary near a town.

Turning first of all to the small town garden in the heart of Bolton, I may perhaps explain that my attention was at first drawn to it by a feeling of great personal regret which I could not but share with many of the better informed of the inhabitants of your town that the postal authorities have placed such a handsome building as the new Post Office in a position where it is impossible to get far enough

away from it to see it properly. Slide No. 96 is photographed from the only point of view in which you can get any kind of a glance at it, and is sufficient to show the absurdity of the present arrangement from the æsthetic standpoint, while on the practical side congestion, which might have been avoided had the Post Office been placed in a better strategic and artistic environment, must result from the present arrangement. However, the Post Office is there, and we have to make the best of it, so what shall we do? Walking round and about it and thinking this over, I came to the point illustrated in slide No. 97, which seems to me to suggest an excellent solution of the difficulty. I at once sketched out roughly something very like the drawing from which I have had the plan of this district drawn out (Slide No. 98). As will be seen, I have provided for a slight rearrangement of the roads round the existing hoarding over which you get a view of the Post Office, and from which point, if the hoarding were removed, you would get a most excellent one.

Now think what a vast improvement this would be. Not only would you obtain a most excellent view of your new Post Office and added means of approach to it, but as slide No. 99 shows, you would from Deansgate look across the small garden to the Town Hall and obtain a most magnificent view of its fine tower, which will be quite unattainable if the small triangular plot, which is at present surrounded by a hoarding, is built over. To the east of it is a large and elaborate block of business premises with a fine frontage on the side, which would face the garden (Slide No. 100), and the advantage to this business, and so to the town as a whole of having the garden opposite the property, would be enormous, while to the west there is at present a blank gable end which we have no doubt the owners would see their way to convert into a handsome frontage with shop windows like the opposite side, thus again giving added effect to the whole of Deansgate without costing the ratepayers or anybody else a penny, for the improvement would pay the owners of the property over and over again (Slide No. 101).



SLIDE No. 103.—ALL THAT CAN BE SEEN OF THE GARDENS TWENTY-FIVE YARDS FROM OPPOSITE THE CORNER OF NELSON SQUARE.



SLIDE No. 104.—EXPENSIVE UNCLIMBABLE RAILINGS AND BLACK-LOOKING SHRUBS ARE NOT NECESSARY TO BEAUTY IN A TOWN GARDEN.



SLIDE No. 105.—DEANE OLD VILLAGE INN.



SLIDE No. 106.—THE TERRACE IN FRONT OF DEANE OLD VILLAGE INN.



SLIDE No. 107.—DEANE CHURCH AND CLOUGH FROM THE TERRACE OF THE INN.



SLIDE No. 108.—WATERFALL IN DEANE CLOUGH.

A strong point in favour of the formation of these gardens is that you would not have to take down a single building in order to make them, in fact there is more ground vacant than you could possibly require, as will be seen from slide No. 102, but it would be quite a mistake to bring the gardens back as far, say, as the point from which the photograph was taken or you would get the same effect as that which has given the gardens shown in slide No. 103 in Bradshawgate so much the appearance of being a backwater. The photograph for the slide just referred to was taken only twenty-five yards from the corner of the square and on the opposite side of the street, and yet see how little of it is to be seen from that point of view. We should rather aim to bring the gardens forward so that they are an ornament to the street for quite a considerable portion of its length. Nor is a collection of black-looking shrubs behind unclimbable railings necessary to beauty. The second slide of Nelson Square shows both these features, the expense of formation and upkeep of which might have been saved by a layout more in keeping with its object and surroundings, which could have been efficiently policed without railings at all.

So much for this very obvious improvement in the very centre of your town, which would cost so little and mean so much from every point of view. Now let us turn to the other one, which, as I said before, is Deane Clough.

The village of Deane must at one time have been a most picturesque place, with its village green (which has since been incorporated with the Churchyard) surrounded by ancient buildings, the Church on one side and the old Inn and its Strawberry Gardens on the other, divided by the picturesque Clough which runs away North from the village. Deane to-day has become a suburb of Bolton, but it is not yet too late to resuscitate some of the ancient beauty of the Clough and its surroundings. In the first place you have the old Church which in itself is enough to beautify any district and which contains many records of antiquity, some of them most quaint. The very

fact that the side of the Clough near the Tower is crumbling away and will need some sort of reinforcement before long if the building is to be saved, points the way to the creation of a connection between the Churchyard and the Clough by the provision of some architectural feature which shall buttress the Tower and provide for the use and beauty of the new park which we propose shall be formed in the Clough. As will be seen from slide No. 105 the old Inn still retains much of its picturesque-ness which, however, is completely neutralized by its surroundings, but which would be restored by their treatment under our scheme, to what it was before Deane ceased to be a country village.

This should be neither difficult nor expensive, particularly as the old terrace in front of the Inn provides such beautiful views across the Clough, as will be seen from slides Nos. 106 and 107. As to the Clough itself, slides Nos. 108 and 109 show how very little will be needed to make a most picturesque feature of the stream and the broken bank with their outcrops of shaly stone, and the former slide shows also what a little artificial rockwork in the stream might do if so arranged as to convert it into a series of little cascades and large pools. Further down the Clough the treatment would be simpler still, and would chiefly consist in framing the views of the old and beautiful Church shown in slide No. 110 into harmonious vistas by means of new plantations of native trees.

You will doubtless have noticed that, so far, with the exception of my last remarks, I have said very little or nothing about the actual design of each park, garden or recreation ground. This is because I wish, in this lecture, to form a broad and solid foundation of basic principles, the lack of which is at the root of all our failures : still, before closing, a few words on this subject seem to be called for.

Do you not think that we more often caricature nature than interpret it in our parks? Do we not often attempt to imitate nature when we ought to be absolutely formal, or, on the other hand, make that most formal which, at present, is most natural and which merely needs to be left alone? Again,



SLIDE No. 109.—ROCK ESCARPMENT,
DEANE CLOUGH.

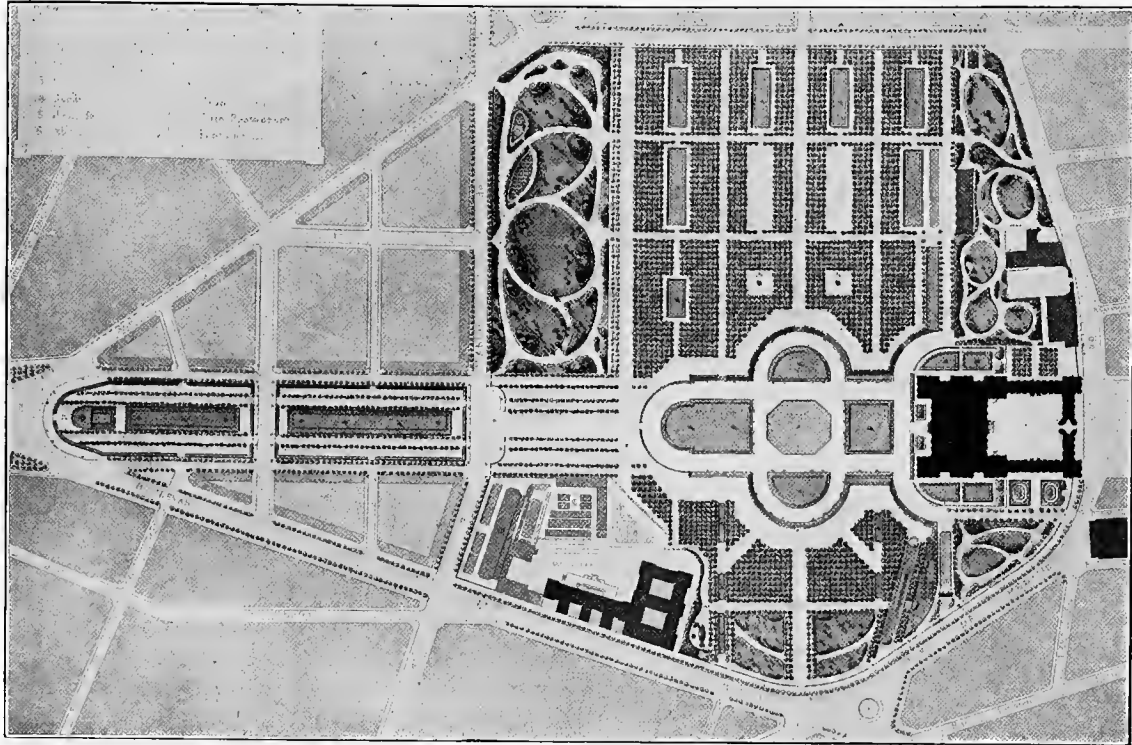


SLIDE No. 110.—A VERY LITTLE PLANTING IS ALL
THAT IS NEEDED TO CONVERT THIS VIEW INTO
A REALLY BEAUTIFUL ONE.

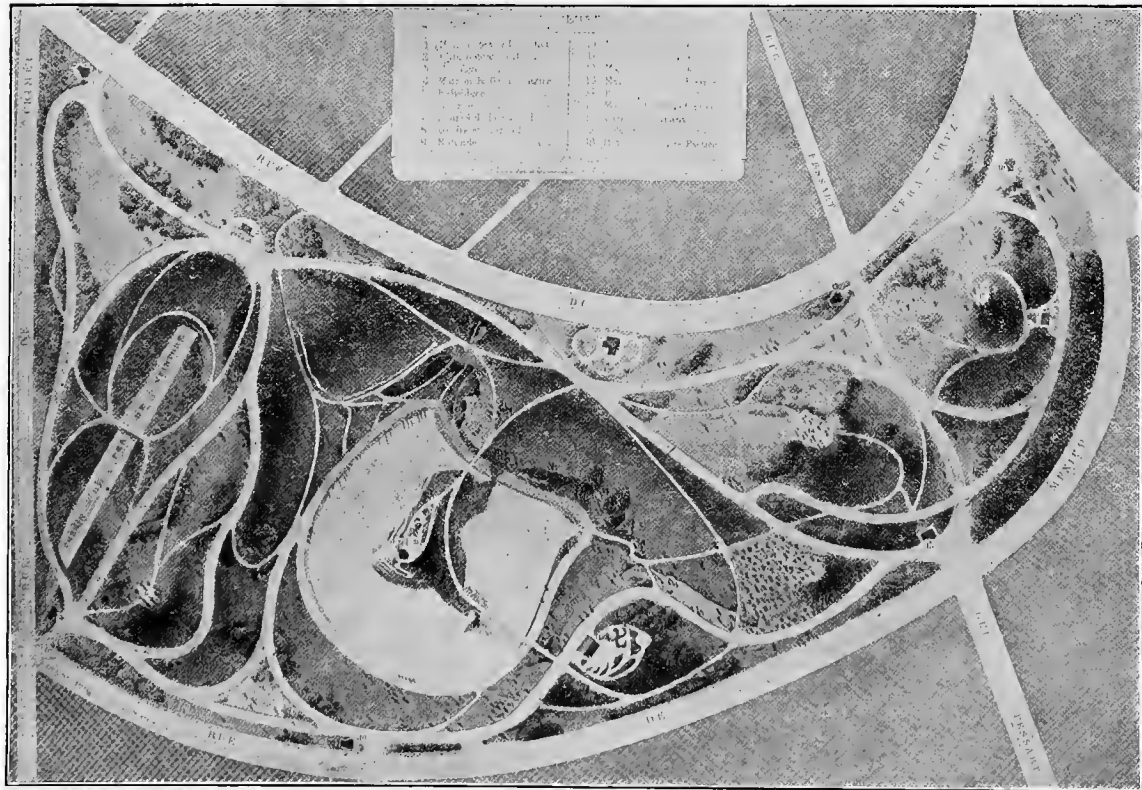


SLIDE No. 111.—AN EXAMPLE OF INFORMAL
TREATMENT.

LECTURE No. V.



SLIDE No. 112.—PLAN OF THE LUXEMBOURG.

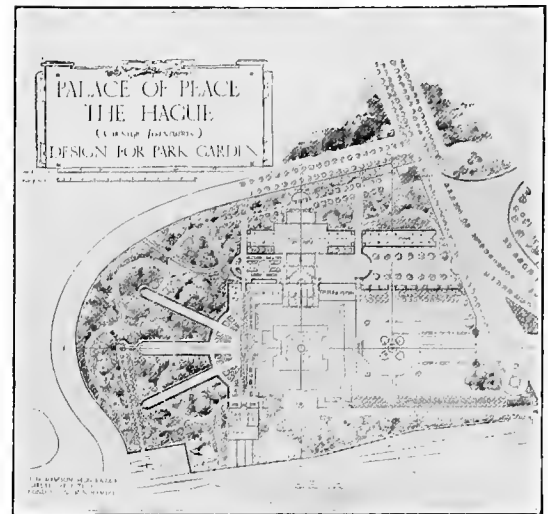


SLIDE No. 113.—PARC DES BUTTES CHAUMONT, PARIS.

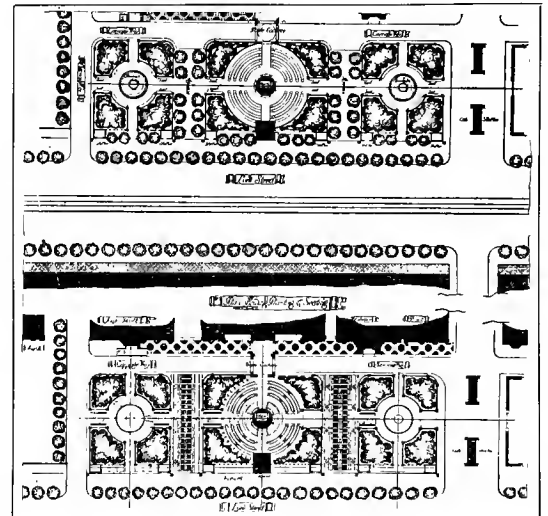
what satisfaction do you get out of spiked railings of expensive make and forbidding aspect, and how do you enjoy classical music performed under the canopy of a cast-iron bandstand which has been chosen from some ironfounder's catalogue? It is true that, in these respects, Bolton is no worse than other places, but—Would you not like it to be a little better?

There is no reason in the world why it should not! Good design costs no more than bad, indeed it costs less, for bad is usually obtained by covering everything with expensive ornament, whereas the good consists of a pleasing proportion of the parts of necessary structures, walks, beds for planting, grass lawns and slopes and so on, and in the effective use of common materials.

There is also an enormous mass of good precedent for you to use for every kind of work. For instance, here is the plan of the Luxembourg Gardens which those of you who have seen them will know to be very formal and very stately; in every way suited to the level site which they occupy and to the fine buildings of which they are the accompaniment. Do you not think that the usually curly walks and mean shrubberies of an English Park look rather stupid in comparison? In the next slide, which also shows the plan of another park in Paris, we have an entirely different treatment, but one which is just as sane and logical as the last. In this case the park is formed in the quarries from which the stone used in the building of Paris was taken. Here the sweeps of the roads are adapted to the varied contours of the land which are, in some parts, rocky. In a way there is a likeness to Lancaster Park (Slide No. 111), which has been made on a very similar site. These two examples, the formal and the informal, are equally suited to parks of a moderate size, the use of one or the other being indicated by the nature of the site, its surroundings and the use to be made of it. In some cases, of course, both methods of design may be used in the same park, as for instance where informal surroundings accompany a more formally treated central portion, and this is what we propose in our schemes



SLIDE No. 114.—FORMAL AND INFORMAL TREATMENT IN COMBINATION.



SLIDE No. 115.—A FORMALLY-TREATED TOWN GARDEN.

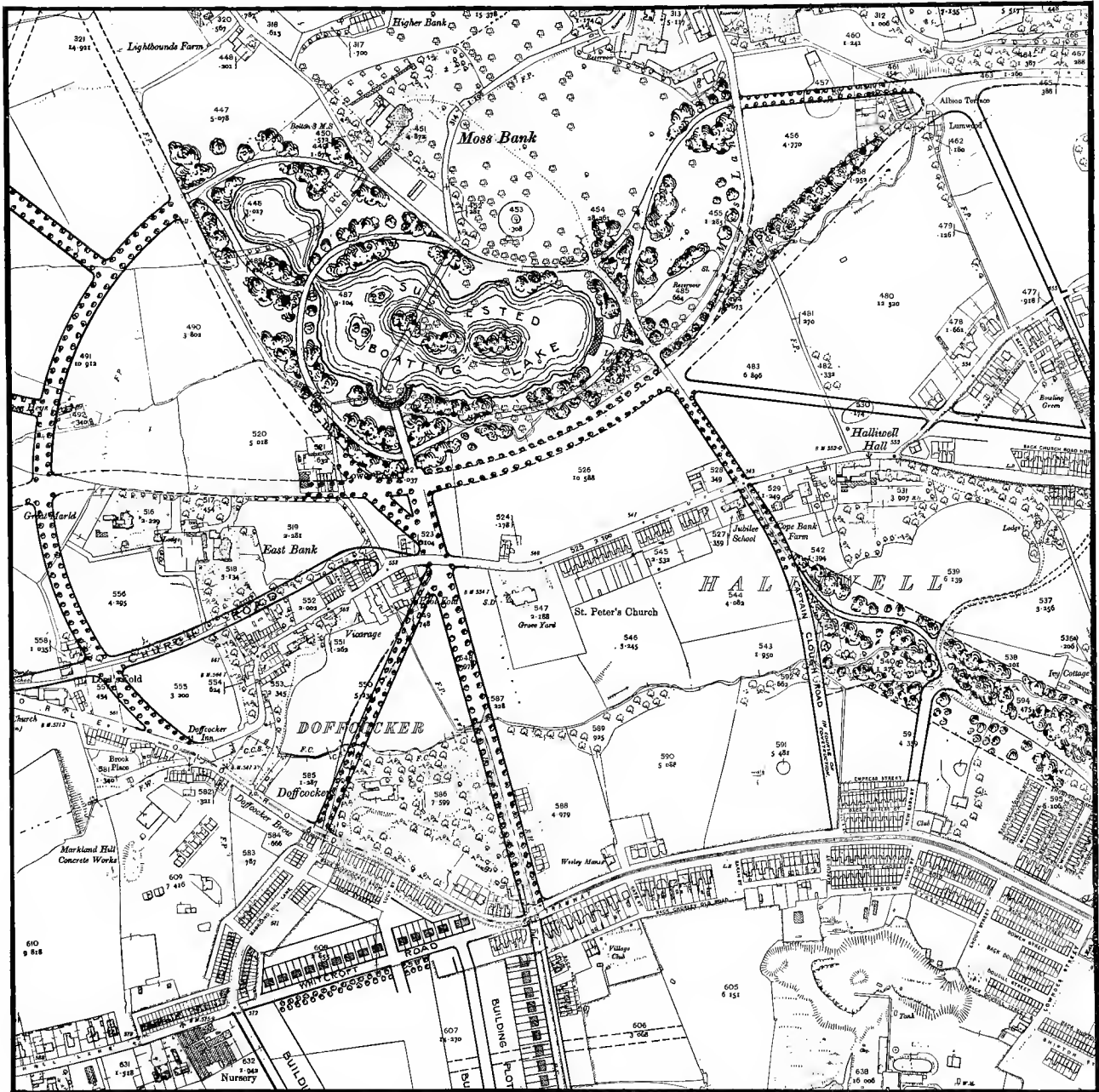


SLIDE No. 116.—PITTENCREEFF PARK, DUNFERMLINE.

LECTURE No. V.

for the further development of Queen's Park as illustrated in the Bolton Scheme. In the future you will probably have opportunities for all three types of lay-out.

Here is another example of the same sort (Slide No. 114). It is the plan for the gardens at the Carnegie Palace of Peace at the Hague, and, as will be seen, it is a small town park in which a very notable pile of buildings gives the keynote to an arrangement formal in those



SLIDE No. 117.—How a PARK AND ITS SURROUNDINGS MAY MUTUALLY AFFECT ONE ANOTHER.

portions nearest to or in closest relationship with them, while, round the outskirts of the site, opportunity is found for informally treated paths and shrubberies.

As I have several times hinted in the course of this lecture, greater freedom of treatment is possible as well as more suitable in the larger parks on the outskirts of a town, while, on



SLIDE No. 118.—THE LEVELS LEND THEMSELVES TO A WELL-BALANCED TERRACE SCHEME.



SLIDE No. 119.—A TERRACE SCHEME IN CONJUNCTION WITH WATER NEVER FAILS TO PLEASE.

the other hand, the most formal arrangement possible is the only one which could be entirely successful in the case of a small square or open space near its heart.

As an example of a formal treatment which would undoubtedly be most successful if carried out, I think I cannot do better than by showing you my scheme for Lord Street, Southport, particularly as you know the site. The portion illustrated lies immediately in front of the Cambridge Hall. The great practical object to be attained was ample seating accommodation round the bandstand, coupled with the greatest possible amount of promenading space round the three gardens without bareness. I ought to explain that the plan had to be adapted to several existing trees, and this in a measure accounts for all the small spaces surrounding the three circular areas being filled with trees and shrubs. These would merely have the protection of a stone kerb and single horizontal bar one foot eight inches above it, or twenty-six inches above the level of the walk.



SLIDE No. 120.—THE MAIN APPROACH ALREADY HAS PROMISE OF GREAT DIGNITY IF PROPERLY DEVELOPED.



SLIDE No. 121.—THIS ROUND POND IS WELL PLACED TO FALL INTO A PROPER LAYOUT WITHOUT ALTERATION.

LECTURE No. V.

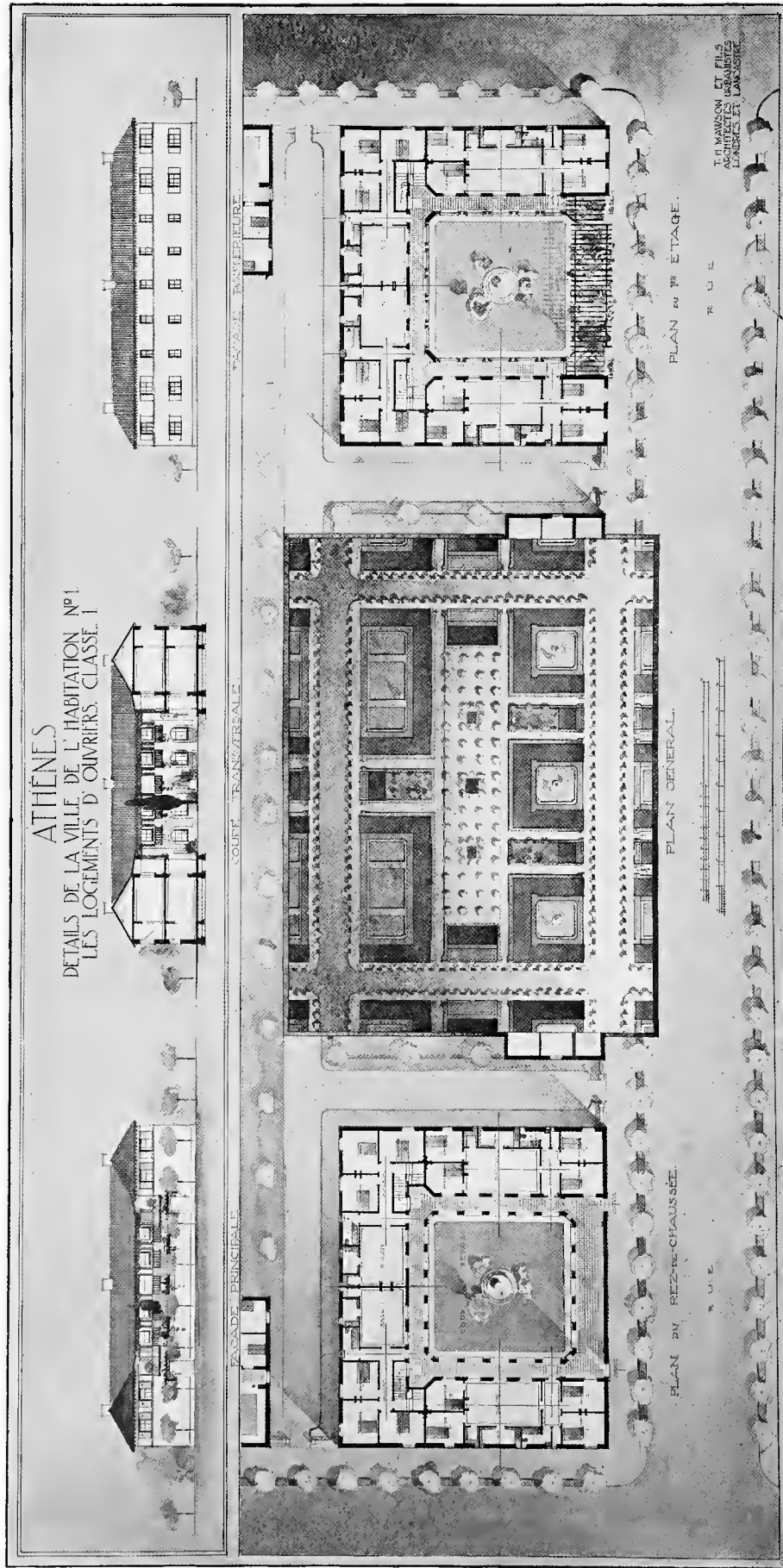
At the other extreme in our park system we have the park reservations already referred to. These should be regarded in the light of picnic centres where people may be allowed to roam about at will. Here no expensive railings or gates should be necessary, though thorn hedges might give a touch of interest, and while, in all ordinary cases, the ground may be left largely in a state of nature, there is usually a good deal of land drainage on such property, and, where the timber is already past maturity, other plantations should be formed to insure continuity of forest-like effect. For my own part, I would not allow any exotic shrubs or foreign plants of any kind to enter these domains. My idea would be rather to retain all there is of the English countryside effect in the landscape, and to add, as far as possible, to its natural charms, providing only such architectural features as are necessary to fit it for its new functions. Rivington Park is a good example of such a reservation. Here Nature has full play, and the provision of necessary accommodation has been accomplished most happily by supplementing the old estate roads and by converting old barns, typical of their surroundings, into commodious refreshment rooms.

Midway between the two extremes comes the suburban park, of which Moss Bank is a good example. The suggested acquisition of this, with its old house and gardens, calls for some little comment. In its main features, Moss Bank is not dissimilar to the Pittencrieff Park at Dunfermline (Slide No. 75), which I was commissioned to lay out for the Carnegie Dunfermline Trust. It is of some fifty or sixty acres in extent, and in the centre there is a Scotch Baronial Mansion of, however, a particularly featureless kind, and which I accordingly took in hand, as shown on the accompanying slide, and added a south elevation, which, together with the new gardens, made a delightful composition. The next slide shows you how I tried to restore to its former beauty a stream which had been confined between very ugly stone walls (Slide No. 116).

At Moss Bank I presume that you would proceed in somewhat the same spirit, being content to do as little development as possible, and that, instead of cheap rockeries and feeble attempts to imitate Nature, you will just add those features necessary to fit it for its new uses in a tasteful and commonsense way. I think, however, that if you secure the house, you will be well advised to have a terrace and a little formal pond, which would be an architectural accompaniment to it. You might also, I imagine, indulge in a bandstand on the main axial line of the house, and, if you can possibly manage it, in the centre of the circular pond, which might be protected from the public by a balustrade. Such an arrangement, if properly and tastefully detailed, might have charming effects.

I presume you would also plant some hundred or thousand elms, especially to crown the more elevated parts of the site, while the lower ground would be formed into grassy glades and lawns between and among them. Then, further, you will probably take advantage, I presume, of the excellent facilities which exist for a large boating lake, a feature which should be revenue-producing.

I shall be particularly interested to see what you make of the boathouses and other necessary buildings, which ought to be architecturally designed, and the treatment and placing of which may do so much to make or to mar the park as a whole. A great deal will undoubtedly depend on whether you are able to obtain the piece of ground between the park and the main road, and so preserve the most excellent views which at present exist in this direction. A park which owes nothing to its surroundings but shuts them all out of sight behind banks of planting has no chance whatever in comparison with one in which beautiful and extensive vistas can be obtained over pretty country, especially where, as in this case, a church with its tower or spire gives added interest to the scene.



Slide No. 122.—HOUSING OF THE WORKING CLASSES IN ATHENS, GREECE.

LECTURE No. VI.

BOLTON AND THE HOUSING PROBLEM

I SUPPOSE that there is no better known saying and probably no truer one than that “there are two sides to every question,” and we may go further and say that there are two aspects to every problem. This is possibly truer in the case of those connected with housing than in any other, whichever of its many sides we take up for discussion, or in whatever part of the world we are dealing with it.

Bolton is no exception. Thus, if we look backwards and conjure up the state of things which existed fifty years ago, we are amazed at the wonderful progress which has resulted in your becoming one of the healthiest towns in the whole of Lancashire. No one who visits such a scene as that shown on the screen (Slide No. 123), and who is possessed of sufficient imagination to re-people these cellar dwellings with the poor wretches who once inhabited them, but will thank God for the growth in public opinion, social legislation, and democratic prosperity which has resulted in sweeping them off the face of the earth. As one descends the broken and rickety steps and peers into the darkness within through the dilapidated doorways and sees the wet earth floor with probably water standing upon it, and the absence of any convenience or even necessity beyond the old fireplace, one realises that now-a-days one would not put a dumb animal into such a hole and one's mind goes from this to the up-to-date garden suburb or garden village, such as Port Sunlight, Bournville, Letchworth, Golder's Green, Erswick, and so on, the contrast is almost overwhelming.

On the other hand, as one walks about your town and thinks of the future instead of the past, one immediately realises the other side of the question to which I have referred, and the enormous problems which still remain to be solved before every person in Bolton shall possess a home which makes for health and efficiency.

As we turn from the contemplation of things as they are, to the question which immediately arises—“What are we to do in the future?”—We again see that no one answer is possible, and no one solution of the problem will fully meet every case. Its dual aspect is very evident, and while we may, on the one hand, grapple with things as we find them in Bolton, and gradually improve, pull down and alter until satisfactory conditions are reached, on the other we may start on a fresh site, with, shall we say, “a clean slate,” and build anew to meet altered conditions and the advance in science and craftsmanship which has placed at our disposal facilities possessed by no previous generation.

In Bolton, as elsewhere, there are certain workmen whose occupations and personal inclinations enable them to live at a distance from their work and where the attraction of a garden, a larger house and a lower rent, and artistic and pleasant surroundings are sufficient compensation for the time spent in travelling; on the other hand, there are others who are compelled, whether they like it or not, to live close to their work and in the heart of the town, and both must be catered for, and thus both methods used.

Before, however, I go on to speak of the improvement of present conditions, I feel that I must say rather more fully what perhaps I have hinted already, and plead for a larger outlook on behalf of all those interested in this great and noble work, especially in viewing the activities or propaganda of others. While probably no two people think alike, and there



SLIDE No. 123.—“THE OLD ORDER CHANGETH.”



SLIDE No. 124.—THE CAMERA CANNOT LIE !



SLIDE No. 125.—THE FAILURE OF DEMOCRACY TO HELP ITSELF.

is every grade of opinion, for our present purpose we may classify housing reformers somewhat as follows. On the one hand, we have a considerable number of very zealous and enthusiastic persons who, realising as we all do, that conditions in Bolton and in every other town and village are not quite as one would have them, set to work to advocate with all their might that we should be “made good by Act of Parliament” and out of public funds without sufficient consideration of the difficulties which would arise, and the greater evils which would attend such a drastic course. They, I am afraid, see Bolton as evidently my camera has seen it, and the camera you know cannot lie ! (Slide No. 124).

Seriously, however, some of us, I think, fail to realise that, in this matter of housing, one can only proceed slowly, and the progress from day to day, from year to year, seems so slight, that, like our own progress in growing old, we fail entirely to realise it until something happens to carry our minds back through a period of years, and we realise that changes have come gradually and unperceived, but are so great that, when realised, they are startling to the imagination.

Those on the other hand who, by participation in the work of reform, are brought to grapple with the overwhelming financial and social problems involved, may fall under the danger of becoming so obsessed with the immediate necessity for action, so overwhelmed with small details, that great issues are lost sight of and colour is given to the contention of the over-enthusiast who says that they are merely “nibbling” at the problems involved.

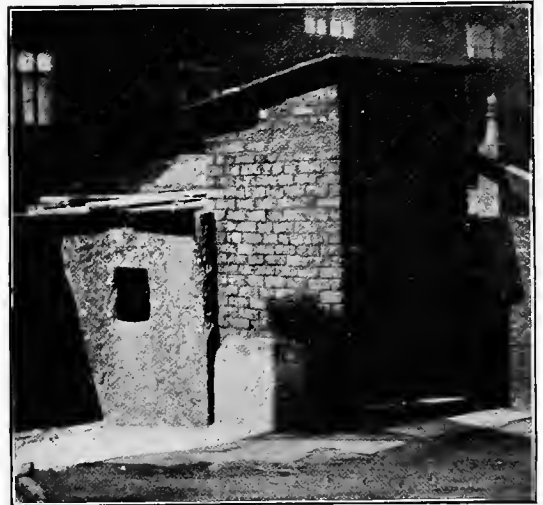
One thing is, I think, generally driven sooner or later deep into the minds of both classes of social reformer by hard experience which is, that, in this question of housing reform, as in other questions, you cannot proceed far in advance of public opinion and public education. I have had this very forcibly brought before my mind and eyes, when tramping about Bolton and studying its housing problems and conditions, and I trust that I may not be thought to belittle a most excellent and important work which has been done by your Corporation when I

introduce the slide now on the screen (Slide No. 125) which shows how their best efforts will fail if they do not meet with the co-operation of an enlightened democracy. A few seconds before this photograph was taken both the children seen in the foreground were playing actually inside the privy midden on the left. As you will see, the door lies flat on the pavement and the contents are strewn on it and on the surrounding paving, and you will know that there is nothing exceptional in this, notwithstanding all you can do. I dwell upon this instance at Bolton because it is in its way such a very striking one. Here, in the case I have just mentioned, were the tenant to co-operate with the Corporation with a view to keeping the apparatus clean and sanitary, the latter seeing to its emptying and that it is kept tidy and perhaps watered with a little deodorant (with a little cheap coagulating material mixed with the deodorant in hot weather), it should prove entirely satisfactory in every way; but, I understand, such has been the lack of popular co-operation that the Corporation have been compelled to throw up this method of dealing with the sanitary problems of Bolton, and adopt the water-carriage system, not because it is merely infinitely better, but simply because it is, to use a colloquialism, more "fool-proof." That this state of things is not exceptional is evident from the fact that a few minutes after meeting with the instance just given, I came across this boy, his head bandaged in a manner which showed something serious enough to warrant the attention of a doctor, playing right inside an open midden, where the germs of decomposition would swarm round his wound or sore.

Such things are most dispiriting to those who are trying to raise and elevate others whose lives appear to be dwarfed in every direction by the nature of their surroundings, but we must not be discouraged. In speaking on this very subject my friend and client, Sir William Lever, not with reference to Bolton, but in connection with his great housing experiment at Port Sunlight, said to me: "When people have been used to a certain class of surroundings all their lives and have grown up and



SLIDE No. 126.—THE CHILDREN'S PLAYGROUND.



SLIDE No. 127.—A LEGACY FROM THE BAD OLD TIMES.



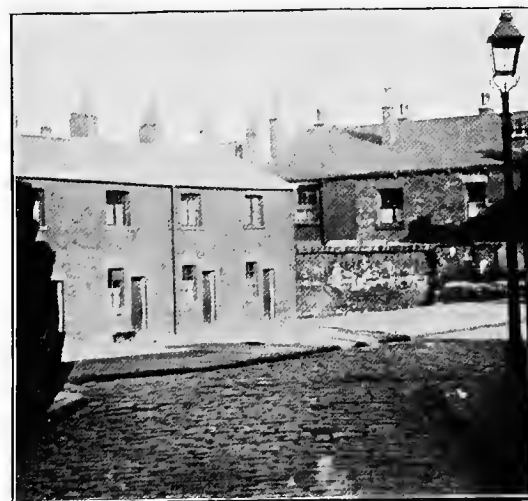
SLIDE No. 128.—THERE ARE STILL MANY SUCH ERECTIONS AS THESE IN BOLTON.



SLIDE No. 129.—THE NATURE OF THE TASK BEFORE YOU.



SLIDE No. 130.—AN INGENIOUS METHOD OF IMPROVEMENT.



SLIDE No. 131.—ONE OF THE MANY PLACES WHERE AIR AND SUN HAVE BEEN LET INTO DARK SPOTS.

grown old among them, it is very difficult indeed for them to change their habits, even when they have the opportunity. But," he added, "money spent upon improving environment is not lost. While many will probably continue to live more or less as they have begun, the younger generation who will be growing up and who, perhaps, are at their most impressionable age when the conditions are altered, reap the benefit, and when the old folks go the succeeding generation adopt a higher and more sanitary and more self-helpful standard of living."

"The old order changeth, yielding place to new," and this is borne enforcibly upon one at every turn in going through the poorer parts of your town. Here on the one hand, on the slide now on the screen (Slide No. 127), we have the old order with one wretched thing it is hardly possible to call "a convenience" to a row of several houses, without privacy or decency, and many such as that on the next slide (No. 128), tumble-down and ruinous, and the way in which you have met the various difficulties such a state of things leads to show the exercise of remarkable ingenuity and determination of purpose.

Still, one realises that, as housing reformers, you are in the more congested areas of Bolton face to face with well-nigh insoluble problems. In many cases, such as that shown on the slide (No. 129), great expense must necessarily be incurred before proper means of light and air and access can be provided, while the number of back-to-back houses is still great, though only amounting to 3.8% of the whole.

The report of your Medical Officer of Health for last year (1914) is, however, most cheerful and encouraging reading in this and other connections. From it I learn that Bolton, with a death rate, from all causes, of 14.4% is the lowest of all the large Lancashire manufacturing towns, and even lower than the average for the 97 greater towns of England and Wales, which is 14.6. The figures dealing with the notification of infectious diseases are equally encouraging, and especially the tabulated returns dealing with phthisis are most striking, the reduction

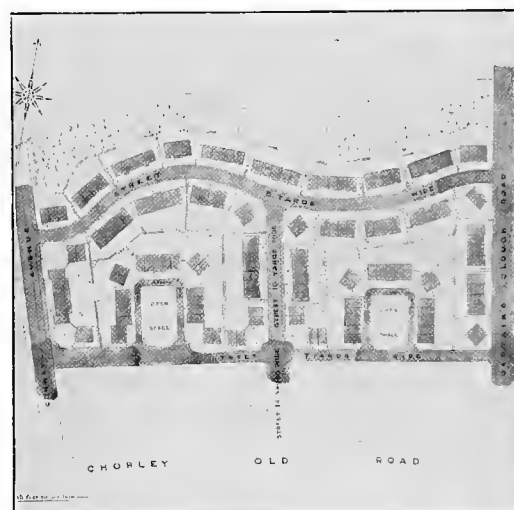
being rapid and continuous. I wish that I had more time to deal with this report, but I must leave you to study it yourselves, only asking you, as I have done, to compare it with that for the previous year, and so learn what a difference one year's steady work along the right lines can make.

The paramount evil is, of course, that greatest of all curses handed down by the builders of a past generation, the back-to-back house with no yard space, no possibility of through ventilation, no means of providing privacy for the inhabitants when reaching the so-called sanitary arrangements, and not a yard of open space in which to dry linen in the open air.

Still, one realises that, as housing reformers, you are, as I have already said, in the more congested areas of Bolton, face to face with well-nigh insoluble problems. In many cases, such as that now upon the screen (Slide No. 130), where the removal of one back-to-back house has been so contrived so as to give through ventilation to four others, you have accomplished most remarkable results, but nevertheless, one feels that such results are mere palliatives, and that nothing short of the demolition of enormous areas of property, and its entire rebuilding on a scale which would be quite impossible, could be really and permanently satisfactory. Even here you have done as much in the time as one could ever imagine to be possible. I was surprised, in tramping about, in what a large number of instances I came across scenes like those shown on this slide (No. 131) and on the next, where great sacrifices of old property have been made with a view to letting daylight and fresh air into others behind it. And it became more and more clear to me that, if your problems are ever to be solved, it must be by an up-to-date policy of development, probably mainly by the efforts of private enterprise and private philanthropy, and I therefore propose to spend most of my very limited time this evening trying to do what little I can to help you along these lines by a description of the causes, the aims, and the results of the new housing movement.



SLIDE No. 132.—WHERE A SLUM HAS BEEN TURNED INTO A GARDEN.



SLIDE No. 133.—THE BEGINNING OF A NEW HOUSING MOVEMENT IN BOLTON.



SLIDE No. 134.—CHILDREN OF THE SLUMS.

Model Housing, as it used to be called twenty years ago, is no new thing. Experiments of all kinds have been going on for a very considerable number of years, but unfortunately large numbers of the earlier ones were conducted in such a manner as to bring them, and particularly the name, "Model Housing," into disrepute, and so, when the new movement, beginning with such experiments as Port Sunlight and Bournville, and leading up to the inauguration of the first Garden City gave a fresh lease of life to the whole thing, this name was dropped and that of the "Garden City," "Garden Village," or "Garden Suburb" substituted according to the magnitude and importance of the scheme.

For our present purposes, therefore, we may assume that the movement for better housing really took practical shape with the beginning of the so-called "Garden City Movement," which grew out of the great and successful experiments at Port Sunlight, Bournville, Erswick, and elsewhere, which immediately followed the publication of Mr. Ebenezer Howard's celebrated book in the year 1898.

The quotation with which Mr. Howard opens his book reminds us, however, that new movements, like the new leaves of the young plant, do not rise to view and force themselves upon our attention without previous long periods of steady growth and germination underground. He says, "New forces, new cravings, new aims, which have been silently gathering beneath the crust of reaction, burst suddenly into view." And this describes very accurately what really happened. The hour was ripe, and the hour produced the man and the man produced the book which set all thoughtful social reformers thinking anew, infused them with new ideas, raised their drooping spirits, and stirred them up to action along lines which have since brought splendid and lasting results.

And lest I should be challenged as to the nature of those results, I would here interpolate a word with regard to them. I got into conversation, a few years ago, in the train, with a man who, it was perfectly evident, was in some way largely connected with the building trade, and, in the course of our talk, the subject of slums was mentioned. The possibility of a slumless city was next suggested, and I mentioned Letchworth. At once he was up in arms. "Letchworth," he said, "why Letchworth is a slum already." Frankly I didn't quite know what to say next. That Letchworth is not a slum I know perfectly well, and yet I know exactly what he meant, and I understood his attitude of mind very fully. It really expressed the common and almost universal impatience with any form of experiment which does not immediately succeed and produce results which are unmitigatedly successful. As I have already explained in a previous lecture, every experiment, or rather every experimental process, is foredoomed to a large proportion of failure. The scientist, whether mechanical or chemical or medical, realises this fully, and if, after years of patient endeavour which have all apparently led nowhere and brought him very little nearer his goal, he at last strikes out upon a new line which brings success, this is the best he expects. He never hopes to succeed every time, and he never even hopes to succeed most of the time, and if out of a hundred experiments one or two point to substantial progress and give him ground for further hope, he is well satisfied. Not so the common herd—the uneducated, impetuous multitude. They must have success and complete success every time or they will howl down the reformer or inventor. This is exactly what had happened at Letchworth. If we look at that great experiment, or rather we ought to call it, that great conglomeration of experiments which go to make up the First Garden City, and especially if we realise what

a plunge in the dark the whole thing was, we shall be amazed, not that there has resulted a certain element of failure in some of the experiments undertaken, but on the contrary, that they have been so largely successful and that while undoubtedly houses have had to be removed because they were so wretched, policies of action have had to be constantly revised, and financial problems have had to be grappled with which were never thought of at the beginning, we shall be astonished, not at the failure, but that such a very large amount of success has been reached and such splendid results have been attained.

It was a wonderful experience to go down to Letchworth in the year 1905, to alight from the train at a very sketchy temporary railway station, and to find oneself in the middle of a wilderness of fields with here and there dotted about those very experiments in cottage building, many of which have since had to be removed, and to go down again less than ten years later and find on that same site, where before there was nothing but fields and trees so far as the eye could see, the equivalent of a good-sized English market town with good shops and a higher level of housing, sanitation, and social reform than has probably been reached in this or any other country, not excepting even Germany, for here one feels that the whole thing has been produced by constitutional methods and in keeping with the best class of democratic ideals, and without any of that bureaucracy, which, to British minds, completely mars the otherwise splendid work done in that country.

For a long time the success of this wonderful experiment trembled in the balance, but now the corner is turned financially, and success is assured so far as can possibly be foreseen, and we may hope that soon this splendid example may result in similar experiments on the same, if not a greater scale being commenced in other and various parts of the country.

It is not of them, however, that you will wish me to speak this evening, but rather of those smaller so-called garden suburbs which are at present the only and more immediate result of the success of the garden city at Letchworth. These are springing up in many towns and with varying degrees of success, but I think it would be true to say that, where the effort is a genuine one, and the name "garden suburb" has not been misapplied by speculative builders and others with a view to gulling the public, success in some form more or less has attended every effort so far made. It therefore behoves us to see what can be done in Bolton on these lines, and how far the general principles employed in the design of garden suburbs are applicable to your particular circumstances and requirements which I am perfectly ready to admit are very different from those met with in other parts of the country where such experiments have been tried.

The first great difference which we see when we come to look into this question is the much greater stability of labour in the Lancashire cotton districts than in other parts of the country. Up to the last few years any scheme of co-operative self-help among the masses having as its object better housing conditions has been open to the objection that, if a man owns his own house, it reduces the mobility of his labour. He is more or less tied to the locality in which he lives, and therefore cannot sell his labour and his technical skill in the highest market, and it is this state of things which has resulted in the growth of what is known as the co-operative housing policy. Under this policy, and with the aid of the society which exists for furthering it, an ever increasing amount of splendid housing is being done, and one wonders whether here in Bolton, where, as I said, the conditions are somewhat different to those prevailing in other parts of the country, there will be quite the same scope for this

class of work. One thing is evident, however, that even though the wholesale application of co-operative principles may not be called for, especially as I am informed that a very large number of your working men already own their own houses, still in Bolton and in every other town or city in the country, there must be a very considerable body of men who would benefit by their application, and on whose behalf they should be adopted.

Let me therefore very briefly explain what this policy is. Recognising that the mobility of labour is one of its most valuable assets both to the employer and the employed, and recognising at the same time the undoubted advantages that accrue when workmen invest their own savings in the purchase of the house they live in, a number of public-spirited men set to work to invent some method whereby these two very desirable objects could be combined. The way they have done it is by enabling the working man, instead of buying his house out and out, to own shares in a mutual company which itself owns the houses. This means that, on an estate developed on co-operative lines, every tenant must own a certain number of shares in the company running the estate. He is therefore virtually owner of his house, he is equally interested in his own property and the property of his neighbours, in their welfare as well as his own, and he is not tied to a locality because, if called upon to go somewhere else, he can sell his shares to the incoming tenant of his own house. The application of this principle has in practice been found to be simplicity itself, and, where it has been rightly applied, it has resulted in improved housing conditions at a relatively reduced cost, and has given satisfaction to everybody concerned. Some schemes have undoubtedly suffered from bad management, but this does not detract from the value of the general principle when correctly applied, and the mass of experience which has by this time accumulated, has made success a comparatively simple matter.

The weak point of such schemes so far has been that they have catered only for one class more or less, that is for the more enlightened and self-helpful working man, working at a skilled trade, and that, with one or two exceptions, there has been a danger of their becoming a class prerogative. Of course it is not possible in the garden suburb, as in the garden city, to deal with every class of property and every class of tenant, from the man who wants a house and garden of a rental value of, say, £500 a year, down to the labourer who wants a cottage at 3/4d. a week. Nor is the problem complicated by the provision of factories, large shopping areas, and so on ; but, on the other hand, there has been too much tendency to neglect entirely that due admixture of classes and interests which is highly desirable, and those minor traffic, commercial and social aspects of town planning which do apply and must apply to any scheme, however small.

There is no doubt that this neglect of certain factors and aggrandisement of others has brought the whole movement more or less into disrepute among thinking people who have only had opportunities of seeing the thing done along unsuitable lines, which is a thousand pities. Almost as much harm has been caused by the attempt to reproduce garden suburb effects on too small and mean a scale, and perhaps I may be pardoned in saying that I fear there is considerable risk of your doing this in Bolton. Here is the plan of such an attempt just off the Chorley Old Road (Slide No. 133), and those of you who know it will remember that the attempt to reproduce the wide open spaces of the average garden suburb on a very small scale, as indicated by the words "open space" on the plan, has resulted in a very slummy effect indeed, and not at all as the originators of the scheme evidently wished.

While this slide is on the screen, I should like to draw your attention to another thing. Such attempts are usually described as being laid out "on Town Planning principles." This is one of the things which the growing town planning movement has to struggle against. We, who are interested in it, and see a great future before it, have rather had to cry with Canning :—

“ But of all plagues, good Heaven, thy wrath can send,
Save, save, oh, save me from the candid friend ! ”

And even more must we cry out, "Save, oh, save me from the man with a hobby to ride !" The whole movement is in danger of being completely ruined by men who imagine the grand garden city idea to be expressed by well-meant efforts at cottage building or by the rigid application of one pedantic rule throughout the country such as the limitation of the number of houses per acre. Most of the odium which has clung so persistently to the great experiment of Letchworth, and to which I have already referred, has resulted from the idea that the garden city concerned itself only with the provision of the hundred-and-fifty-pound cottage, built on the principle of eight or more to the acre, or to the idea that it is only the very poorest of the poor who need to be provided for. I think I shall hardly be exaggerating the state of mind of some people when I say that there are men occupying prominent positions in the movement who really in their heart of hearts believe that all that is the matter with London is that it is not built on the principle of eight houses to the acre throughout, regardless of size, shape, or class.

You will forgive my drawing your attention to this, as it exists in Bolton, but I feel that it is absolutely necessary, if we are to make any headway, that we should not imagine the garden city or even the garden suburb idea begins and ends with little poky experiments of this kind, or that anything on this scale can ever realise this idea. I do not mean that they may not at the present time have a very large educative value, but they bear the same relationship to the larger schemes that the laboratory practice of a new manufacturing idea does to the actual commercial production. As you all know, the two things are very different. We may have a thing which works admirably when manufactured in the laboratory, or which, if an engineering idea, seems to promise great things when tried on a small model constructed for the purpose, but which breaks down entirely when constructed on a large scale or worked on a commercial basis.

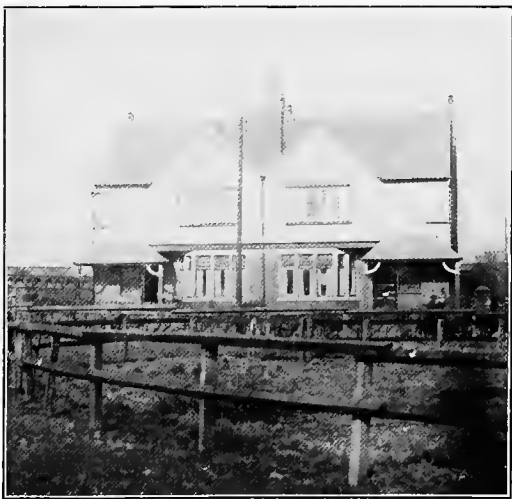
Let me, however, guard against misapprehension in this matter. Because I plead for a larger outlook, for the inclusion in all our schemes of every factor necessary to success, this does not mean that I do not sympathise heartily with the point of view of those who desire to remedy certain existing evils. I can quite understand the tendency of those who walk about your town and see sights such as that depicted on the screen (Slide No. 134), and who do not long with all the intensity their nature is capable of to take these little mites, the men and women of the future generation, away from the sordid surroundings in which they live and give them every advantage which is possible, regardless of any other consideration, such as the pauperising of the parents, so long as the new generation has a chance. What I really think we should try to do is to cultivate the broader outlook which will enable us, without losing sight of these smaller details, to grasp and solve the larger problems which must first be dealt with if the others are to be successful.



SLIDE No. 135.—THE OLDER STYLE,
CONTINUOUS ROWS.



SLIDE No. 136.—THE NEWER STYLE HOUSES
GROUPED IN TWOS AND THREES.



SLIDE No. 137.—HOUSES NEAR GREAT
LEVER PARK.

My attention has been brought to this very pointedly by a remark made by my friend Mr. Raymond Unwin, of the Local Government Board, who said that in trying to get away from the monotony of endless rows of houses we must be careful not to fall into the equally bad mistake of endless rows of alternative houses and gaps, and I would go further and say that we must be very careful not to court failure by stereotyping the architecture of our new garden cities until from repetition it is as repulsive as the old could ever be.

Here are two slides which show admirably what I mean (Slides Nos. 135 and 136). They show two rows of houses which face each other just off the Chorley Old Road. First we have the old idea of houses in rows, packed as closely as possible together, and next opposite them we have the far better state of things, which, under the enthusiastic support of your Borough Engineer, has taken its place in the newer work. The old order again changeth, giving place to new, and we say without hesitation, the new is better than the old, but there is as I also said a distinct fear of stereotyping the new just as much as the old.

Here is another slide which shows the new and the old together from the same point of view, but unfortunately there is plain evidence that someone concerned does not realise that the attractive proportioning of parts and direct strongly accentuated lines which are the outstanding features of the new and better order of cottage building are quite inconsistent with the niggling detail of hit-and-miss ridge tiles and cutwood brackets resting upon planted moulds. I shall have occasion to return to this subject later on when speaking of future work in Bolton and the lines along which it should proceed.

I am afraid that my remarks on this experiment and on the other one off Chorley Old Road may not sound very gracious. If so, I would plead that they are offered with a sincere intention of helping to better things.

But how are these "better things" to be attained? So far we have contented ourselves with an examination more or less of conditions as they

exist in Bolton at the present time, and of the efforts being made elsewhere to grapple with the same problems. It is now time to turn to the question—What can we do here in Bolton which we are not doing already towards the solution of the problems we have found, and which we admit are very great and very difficult ?

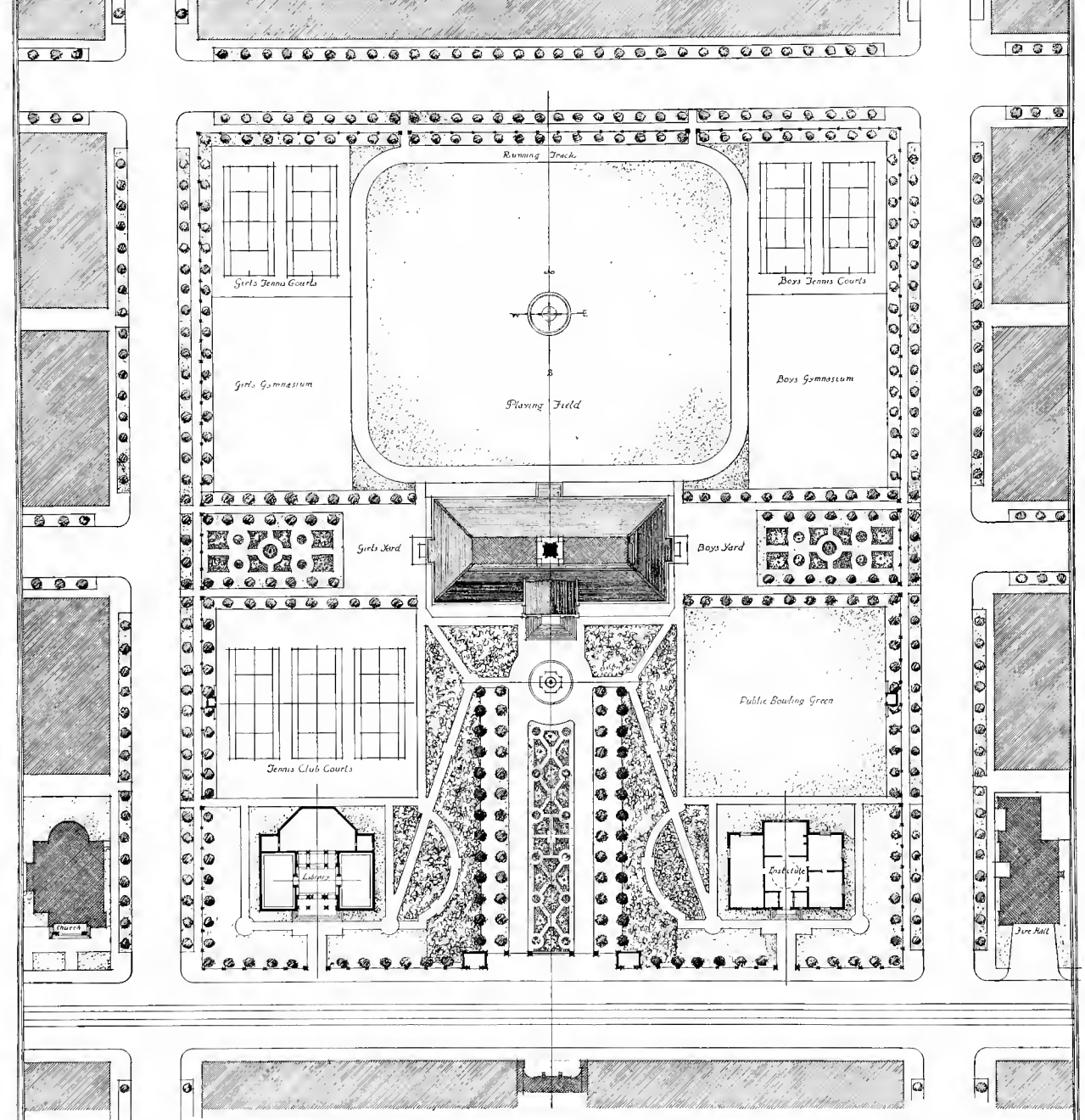
Well, in the first place I see at the present time a very large amount of factory extension going on, and even large new factories going up. Now if I had my way I would never allow a factory employing more than a limited number of hands to be commenced until the problem of the housing of the workers of that factory had been thoroughly thrashed out. I do not mean that I would expect the people who invest their money in a factory to provide also the money for housing the workpeople. Though employers like Messrs. Lever Brothers, of Port Sunlight, Messrs. Cadbury, of Bournville, and Messrs. Rowntree & Co., of York, have done this and found it to pay, to force others to do so against their inclination could not at the present time be seriously contemplated. All I would suggest is that, when the new factory is designed, its site shall be so planned under the Town Planning Act, that sufficient space is left all round it for the proper housing of the workpeople, and that a scheme is prepared under the Act, thus having the force behind it of an Act of Parliament, for causing that land when it is developed to be developed along right lines. I am afraid that this will strike some of you as being a drastic proposal, but I see nothing whatever in it which would not pay everybody concerned. The three firms I have just mentioned know full well that the money which they have put down has come back to them over and over again in increased efficiency, health and keenness in their workpeople, and in the better class of workmen they have been able to attract and retain, and here in Lancashire, where the stability of labour is, as I have previously said, much greater than elsewhere, the same thing should apply with even greater force.

This suggestion, even if carried out thoroughly, would not of course solve all your difficulties. There would still remain the older factories with the older conditions attached to them, surrounded by the bad property with which you are at present grappling, and these would have to be tackled also. The problem here is two-fold. On the one hand you can lessen existing evils by encouraging people in over-crowded districts to migrate to the suburbs by providing facilities for cheap and rapid travel, and on the other hand you can make conditions more bearable for those who must, or who will, whatever you do, stay behind.

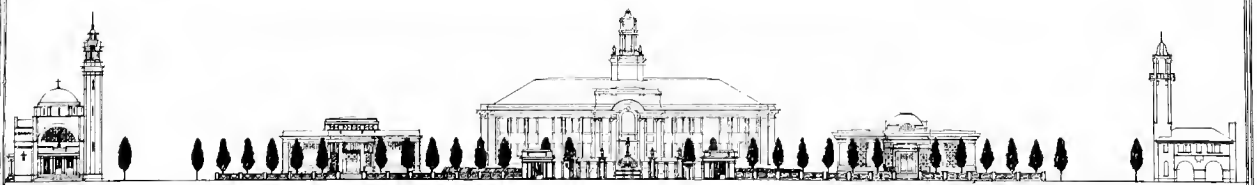
In the first case you have at the same time to evolve the methods of travel between the mill and the suburbs, and in the second to provide suitable housing accommodation at the end of the journey. The former of these problems is one for your tramways department, who are already doing their work very excellently, giving such a splendid service in many directions out of Bolton, and in the case of the latter I would remind you of what I have already said about the co-partnership principle, which is producing just such suburbs in large numbers very rapidly on the outskirts of quite a number of towns. The first thing, of course, is to select a suitable site (or sites) to which it is possible to provide the means of rapid access on a sound financial basis, which are healthfully and pleasantly situated, and where land can be obtained at a price reasonable enough to allow not only for cottages but probably also for a small community centre and all the other facilities which should go to make up a little village which is pleasant to live in and which will foster the communal spirit.

Let us look at this question of suburb planning just a little more closely, for, as I have already hinted, in this country we have not got very much further than the attempt to provide

LAY OUT OF THE CRESCENT HEIGHTS SCHOOL SITE



SCALE 1/4" = 30 FT



Elevation showing grouping of Buildings (South)

W. H. MASON and SONS
 ROYAL BUILDING, VANCOUVER
 & COMBUT STREET, LONDON

SLIDE No. 138.—A CANADIAN COMMUNITY CENTRE.

healthful and pretty cottages in such places and have rather neglected the other facilities. First of all will come the places of worship for various denominations, and sites should be set apart for these from the very beginning so that they may be placed where they will give the greatest possible architectural effect and general dignity to the suburb. This can only of course be done under expert advice. After the churches will come schools, which, if properly treated, are not only capable of almost as great architectural effect in their own way, but which will provide also a large central building for what the American friends call a "community centre."

Such a centre is shown in the accompanying slide, which is reproduced from one of the drawings for a town planning scheme which I was commissioned to prepare for Calgary in Alberta (Slide No. 138). The idea is to group, on a comparatively small piece of ground, a varied and carefully selected assortment of facilities for recreation of all kinds. The main hall of the school building could be used for the larger meetings in the winter, and it is flanked on either side by two pretty little structures, one used as a public library and the other as a working men's institute. Bright-hued gardens mark the three main approaches to the school building, and the rest of the ground is laid out for open air games such as tennis and bowls, or fitted up as playing fields or with gymnastic apparatus. Such a feature in the middle of an English garden suburb should not only add enormously to its appearance, but also to the creation of that spirit which makes the difference between a house and a home, a lodging and one's native place. Other small semi-public buildings will be wanted, such as a village store, a bank, police station, and so on, which can all be treated so as to enhance the effect and prevent monotony if only their placing and arrangement are thought out before the making of roads and building of cottages commences.

The next slide shows another suburb designed in connection with the same town planning scheme as the last, and here we have not only the community centre at the top left-hand corner, but its relationship to the rest of the arrangement (see *Frontispiece*). The site was partly flat but chiefly undulating, so that in some parts straight streets are called for, while in others they have to follow the lines of the contours. Part is too steep for building upon at all, and here we have arranged a little public park. You will again see that the most has been made of the churches and other small public buildings by arranging their placing so that they each close a vista down one or other of the main streets, and this plan also brings up another point, the effective grouping of the cottages, some in ones, some in twos, and some in short rows, while others are arranged round a little common green or tennis lawn, and so any kind of monotony is avoided. Allotment gardens are kept out of sight in the centres of the plots, and we may just add that those things necessary to a village, such as stables, bake-houses, and so on, which can never be very ornamental or desirable near a road, would be placed in the centre of the largest allotment gardens with, of course, private means of access so as to be as far away from anything else as possible and out of sight.

The next slide shows still a third working-class suburb, and it is interesting to notice that although this also is a part of the same town planning scheme, its treatment is entirely different, as it is on a perfectly flat site, whereas the other, as I said, was undulating, and this has allowed of a simple but very effective balanced treatment. As will be seen from slide No. 139 there is a radial system of roads converging on to the factories and so making

LECTURE No. VI.

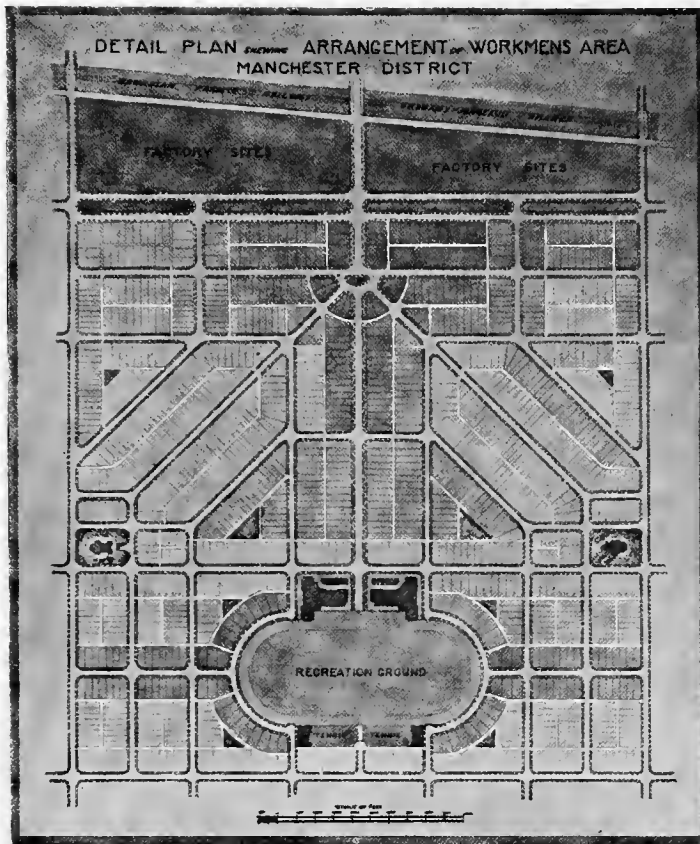
for easy access. The scheme is dominated by the wide central avenue closed at its termination by the entrance to the recreation ground flanked on either side by large buildings which are to be hostels for men and women.

Having decided on the site and its planning, and arranged the means of access, you would next have to consider the formation of a co-operative building society, such as I have described as existing in other parts of the country.

The Central Association dealing with such societies would, on being approached, do all in its power to float a scheme for you, and would, I believe, also provide part of the capital, and for the practical working details I would refer you to them, as they have by this time collected an enormous mass of experience and data for just such problems as you have here in Bolton. The only way in which their organization breaks down completely is in the provision of a proper site plan, arranged on broad and comprehensive enough lines to meet all classes of needs, and to give the greatest possible æsthetic as well as practical value from the land purchased and to the houses built.

As to the cottages themselves, those of you who, interested in these questions, have visited co-partnership suburbs and villages, will have noticed what very drastic alterations in their plan and general appearance they show as compared with the ordinary workman's cottage so far built. In one way I quite approve of this, while in another I do not, or perhaps it would be truer to say in some cases I approve and in others I do not ; it all depends on the motive from which the alterations are made. While we all dislike intensely the architectural designs of a speculative builder who obtains them apparently from trade papers, where they are designed by smart carpenters and others, we must remember that he has made a very real and definite study of the wants of the people for whom he is catering, and very often he has revised and altered his plans over and over again as he has built one set of houses after another, and so has obtained one which, though stereotyped, meets the needs of his purchasers and tenants far better than anything which could possibly be planned straight away from a fresh start. It seems to me, therefore, that what we ought to do is to study all the speculative builder can teach us about the planning of cottages, and to turn our backs resolutely upon all he has tried to teach us about their architectural design, for in the former case he is talking on a subject he thoroughly understands, and in the latter on one he knows absolutely nothing about, as nearly every working-class cottage will show at once. His idea of beauty is really evidence of money spent, and the more money he spends on ornament the more pleased he is. He does not realise, and his tenants do not yet realise properly, that the added waste of money is simply vulgarity, just as vulgar as showy jewellery of a cheap kind, and that the simpler and plainer the cottages are, so long as they are well built and nicely proportioned, the better they will look, especially where their very plainness forms a foil to the Churches and other public buildings which crown the composition. I am rather tempted to insist strongly on this point, as I have come across so many cases where architects, in their desire to produce something better than the ordinary workman's cottage, have rather tried to force him to live like a wealthy man roughing it for the week-end, or planned a cottage like a shooting box in a manner which is totally unsuited to the habits and prejudices of the occupants, a proceeding manifestly absurd.

There is, however, no lack of material on which to work in setting out to plan our cottages. Literally dozens of books of designs, many of which show most careful study of the



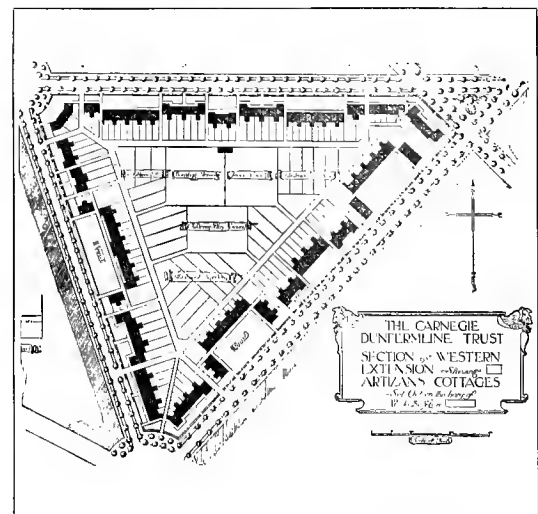
SLIDE No. 139.—INDUSTRIAL HOUSING AREA FOR A FLAT SITE AT CALGARY, ALBERTA.

was selected as being the one the shape of which might fairly be expected to arouse criticism on the part of those who have been used to consider that the only economical method of developing land was by means of parallel roads crossing each other at right angles. As will be seen, an effort has been made to obtain the greatest possible variety consistent with order and symmetry, not only in the appearance of the buildings from the front, but also in the size of the plot. Very large gardens have been avoided, and allotments provided instead, so that the house can be chosen by the prospective tenant quite apart from this consideration, and he can have a larger garden afterwards if he wishes it.

The next slide (No. 141) shows a block of the cottages designed for the plot we have just been examining. As will be seen, they are built in the local material, and hardly a penny has been spent on ornament, and yet they will be far prettier than anything the speculative builder has so far given us in his rather far-fetched efforts after beauty. They are very cheaply planned, as the whole of the main building is enclosed between four straight

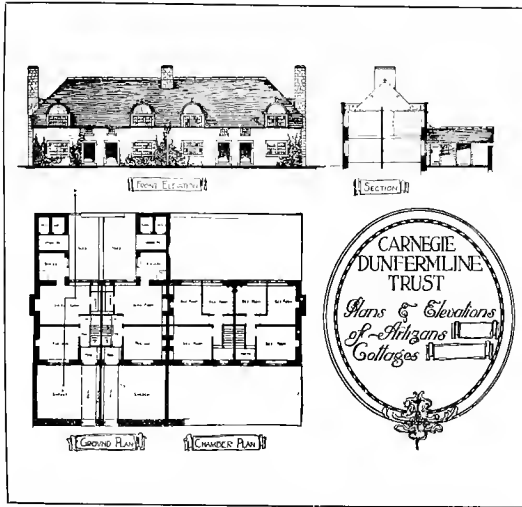
problems to be solved, have been produced since the movement first took practical shape in the holding of a cheap cottage exhibition at Letchworth, when the first garden city was commenced, and, with anything like reasonable care and commonsense, really satisfactory results should be attained.

My own contributions to the solution of these practical problems of cottage designing have, in the course of an extended practice, naturally been somewhat numerous, and I have selected this (Slide No. 140) and the following half-dozen slides as fairly representative of the number, most of which have been designed to illustrate types of dwellings suited to varying conditions, and to set the keynote for the efforts of those who would ultimately build on the estates I have planned. The one now on the screen shows a plot taken from a suburb designed in connection with my town planning scheme for Dunfermline, and

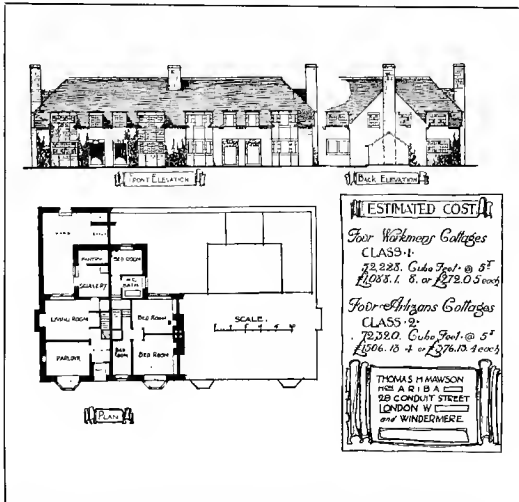


SLIDE No. 140.—SQUARE BUILDING PLOTS ARE NO MORE ESSENTIAL TO GOOD PLANNING THAN TO ARTISTIC EFFECTS.

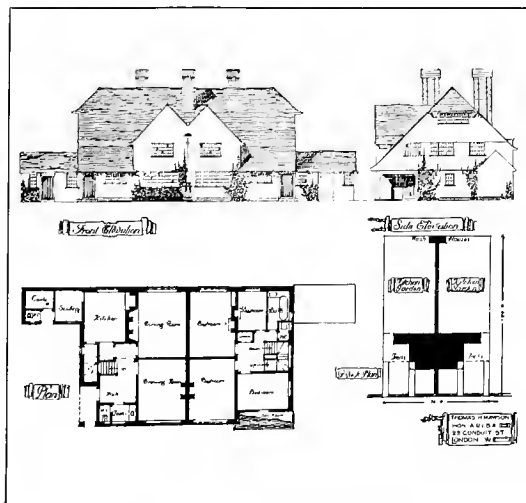
LECTURE No. VI.



SLIDE No. 141.—THE PLAINEST AND SIMPLEST COTTAGE MAY BE AS ARTISTIC AS THE MOST ELABORATE.



SLIDE No. 142.—ANOTHER TREATMENT OF THE SAME MOTIF AS SLIDE No. 141.



SLIDE No. 143.—RATHER LARGER COTTAGES.

walls which allows a very simple roof. On the next slide I give another very similar but rather larger block designed on the same economical and effective lines. Slides Nos. 143 and 144 give two further examples, the second of which I would ask you to compare with recent developments at Bolton which I showed you a short time ago (Slide No. 133). You will then see how little more is needed to produce that expression of simplicity and adaptability to its purpose which just makes for beauty in cottage design.

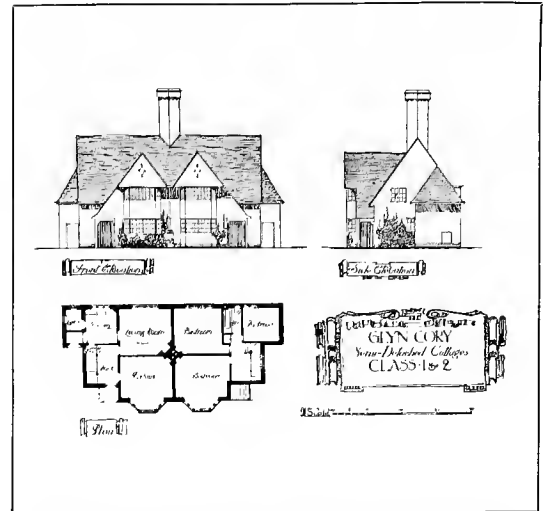
Finally, I give designs for a village school and a village club, to which just sufficient distinctive architectural treatment has been given to cause them to stand out clearly from the surrounding cottages as buildings with a different and in a way superior architectural and practical function, and to dominate the architectural composition without in any way clashing with or overwhelming the extremely simple architecture of the surrounding cottages.

One thing I must guard you against, and that is the attempt to use a design suitable for one part of the country in another, without adaptation to local conditions. This adaptation may take two forms. First of all the planning must be adapted to the needs of the particular locality, for people do not live in the same manner over the whole Kingdom. A way in which this applies to you occurs to me at the moment, and that is, in Lancashire where so many kitchens were in times past made large enough to take a hand loom, people demand larger living rooms than in other parts of the country where they have been used to less elbow-room, and, secondly, it is just as absurd to import red tiles for roofing into a district where slates are cheap and the natural material to use, as it is to import slates into the home counties where tiles are indigenous and are produced practically on the spot. Local characteristics, both in the planning and in the design, should be most carefully conserved as a most valuable aid in the endeavour to make the village harmonize with its surroundings and look comfortable and homely, livable in and lovable.

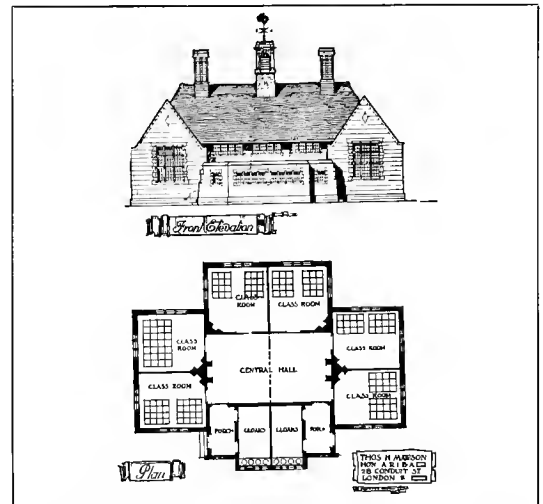
Here is a slide (No. 147) showing a gardener's lodge which I am sure you will agree looks much nicer than ninety-nine out of a hundred cottages, and yet you will see hardly a penny has been spent on ornament. It owes all its effect to the tasteful use of local materials, that is, the native slate and black slate-rock of the Lake District in which it is situated.

So much, then, for the people who can go out into the suburbs at some little distance from their place of business or for those still more happily situated who find their work in the less congested districts where, round each well-designed factory, we can, as I have said elsewhere, have country cottages set about with trees and gardens, and the fresh air blowing all round them. Now we must turn to consider the case of those, "who long in populous city pent," are compelled to stay there, and the nature of whose work prevents their living anywhere else.

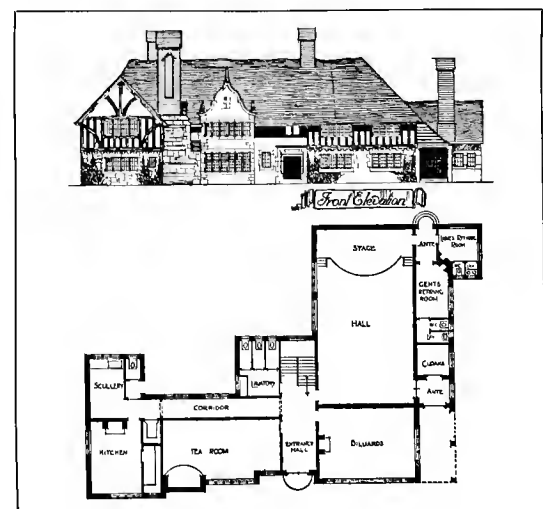
In the first place, the removal of a large number of people to the suburbs will render their case much more hopeful, for there will naturally not be the same demand for houses in the congested districts and consequently they will have more choice, and the more disreputable dwellings will cease to be lettable and will tend to disappear by a purely economic process, and, of course, wherever such processes can be employed or accelerated, they are far preferable to arbitrary action, however necessary the latter may be occasionally. While this will do some good, it will not entirely solve our difficulties, and there are two special classes of people I have in mind for whom it will do nothing—the unmarried men and the young girls who at present usually find lodgings in overcrowded cottages. For these I would provide hostels or residential clubs as nearly as may be on the lines of the Hampden Club at St. Pancras, and other similar institutions in London, and of the Hostel Houses of American Universities, where each tenant has not only his own little private room or cubicle but also the use of public rooms, and who is able to buy his own food in the restaurant of the Hostel at very little more than cost price. This



SLIDE No. 144.—A PAIR OF COTTAGES SIMILAR TO THE LAST.



SLIDE No. 145.—DESIGN FOR A VILLAGE SCHOOL.



SLIDE No. 146.—A VILLAGE CLUB.

LECTURE No. VI.

would do much towards remedying some of the more glaring social evils which unhappily exist in all crowded areas, not only by giving greater personal privacy but also by the provision of well-lighted and comfortable airy rooms for rest and recreation for the young people off the street.

For the married couples also who must live near their work in the heart of the town, we can do a good deal in the way of thoroughly up-to-date tenement blocks. I am afraid such tenements have got rather a bad name because there has been so much experimenting along lines which have not proved altogether successful, but we must remember that a modern tenement block is a very different thing from all the wretched examples of earlier attempts in this direction which we see in Somers Town behind St. Pancras Station in London and elsewhere.



SLIDE No. 147.—ARTISTIC RESULT OBTAINED BY THE USE OF LOCAL MATERIALS WITHOUT ORNAMENT.

These tenement blocks have in the past been provided partly by private and often philanthropic effort and partly by the Municipality, and experience would seem to show that, while the methods we have described are better for suburban housing under ordinary conditions, for the tenement blocks in the centre of the town Municipal control is much more effective as well as more disinterested from the cash standpoint. Perhaps the one great exception to this rule is the Rowton Houses in London and elsewhere, which, however, we would consider not so much as entirely successful as indicating the lines along which private efforts in this direction should go.

In some instances, where housing schemes are undertaken in the heart of a town, it may be possible to adopt what is known as the maisonette system, and this, where practical, is

much to be preferred to large tenement blocks. A row of such buildings has more the appearance outside of rather large villas than of flats or tenements, but on examination it will be found that each family occupies only one floor of the two or three-storied buildings, and that every other or two out of three of the front doors open directly on to a staircase communicating with the upper floors, so that each tenant has his own private street door opening directly on to his flat, and there are no common landings and staircases as in the case of the tenement blocks. Everyone who has had anything to do with the latter buildings will agree at once that it is in connection with these common landings and staircases that most of the evils of the tenement system arise, so that the advantage of the maisonette is obvious. It cannot, however, usually be employed for buildings of more than, say, three stories above the street level.

The accompanying slide (No. 122) gives the ground and first floor plan of such a system of maisonettes designed in connection with my Town Planning scheme for Athens. As will be seen, they would need considerable adaptation to conditions prevailing in this country, but they are sufficiently correct to indicate somewhat the lines along which housing schemes on these lines should proceed. The chief difference is that, while in this country our buildings must be designed so as to obtain the maximum of sunlight, in Greece it is necessary to obtain the maximum of shade and shelter from the cutting winds from the sea which is consistent with thorough ventilation.

As to the desirability of these forms of housing, perhaps we may put the matter thus. In all cases where it is possible to encourage the inhabitants of an insanitary area to migrate to the suburbs and there occupy an up-to-date working-class cottage, this is undoubtedly the course that should be persuaded ; but, where this is impossible owing to special conditions, the next best method of housing is the maisonette building, and, where this cannot be employed owing to lack of space or other local conditions, tenement blocks planned on the most approved principles and with the aid of the accumulated experience now available, will have to be resorted to, and will be found to be fairly satisfactory. Still, I quite agree that the last of these is the least desirable method of dealing with housing problems and should only be resorted to when others fail. Anything is better than the common lodging-house as it exists to-day.

Before I close, there is one question which arises so obviously out of what I have said, that I think I ought to make some sort of reply to it very briefly. I can imagine someone saying, "All you say is very interesting, and you have given us a large amount of information as to how to set about the bettering of our housing conditions, but you have not told us where to begin. What site would you tackle first ?" My answer is that this is far too large a question to be answered this evening. It is one which would need earnest consideration and investigation for weeks or even months in collaboration with your Borough officials and those of this Society before anything definite could be decided, for we have to remember that in this, as in town planning work of every description, we are planning more or less for all time, and our mistakes as well as our successes will endure and probably become financially impregnable. The motto for the Town Planner should always be *Festina lente*, "Hasten slowly," anyway, until you have solved your problem ; but once you have done this, your activities should be at least commensurate with the demand for improved conditions.

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